

**Hwy 99**

**AND POINTS EAST**

*Planning a new direction*

# Form-Based Codes Public Workshop

October 8, 2008

**MAKERS**

architecture · planning · urban design

# Agenda

6:00 Introduction

6:05 Presentation of Preliminary Concepts  
*Fill out survey during slide show*

6:45 Break-out sessions

8:30 Adjourn

# Goals of Meeting

- Refine vision = craft a form-based code that fits the community's long term objectives
  - Clarify unique vision for centers/areas
    - Street frontages
    - Use mix
    - Development intensity
    - Building massing and detailing
    - Open space
    - Streetscape
    - Signage
    - Landscaping



**Community Design Forum**  
Synopsis of Community Input  
September 27, 2007

**Highway 99**  
*Focused Public Investment Area*

**Action Plan**

Department of Community Development  
Long Range Planning - Economic Development

April 2004

DRAFT: February 12, 2008

Technical Report 2

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*Visual Preference Survey:  
Synopsis of Community Comments*

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**Hwy 99 AND POINTS EAST**  
**Planning a new direction**

**Self-Guided Tour**

Welcome to the highway 99 revitalization study area self-guided tour! Next to or stick to the same route and never see what might be just 2 blocks over. The purpose of this tour is to help you get familiar with the area and ready to discuss your opinions at our Community Design Forum on September 27, 2007. Please use this handbook to take notes as you travel.

**What**  
Team 99, a group of concerned residents, business, and property owners, initiated a grass roots effort in 2003 to revitalize highway 99. They identified opportunities and issues affecting the area and initiated a series of steps toward transforming the highway 99 corridor. Last April, the final step in the planning process began. When the sub-area plan is completed in late 2008, it will include a vision or identity for the area, design standards, zoning changes, and targeted projects that can be built within 4 years.

**Where**  
The study area is bordered by Interstate 5 to the west, the Sonoma Power administration right of way to the east, NE 4th Street on the south and NE 13th Street at its north end.

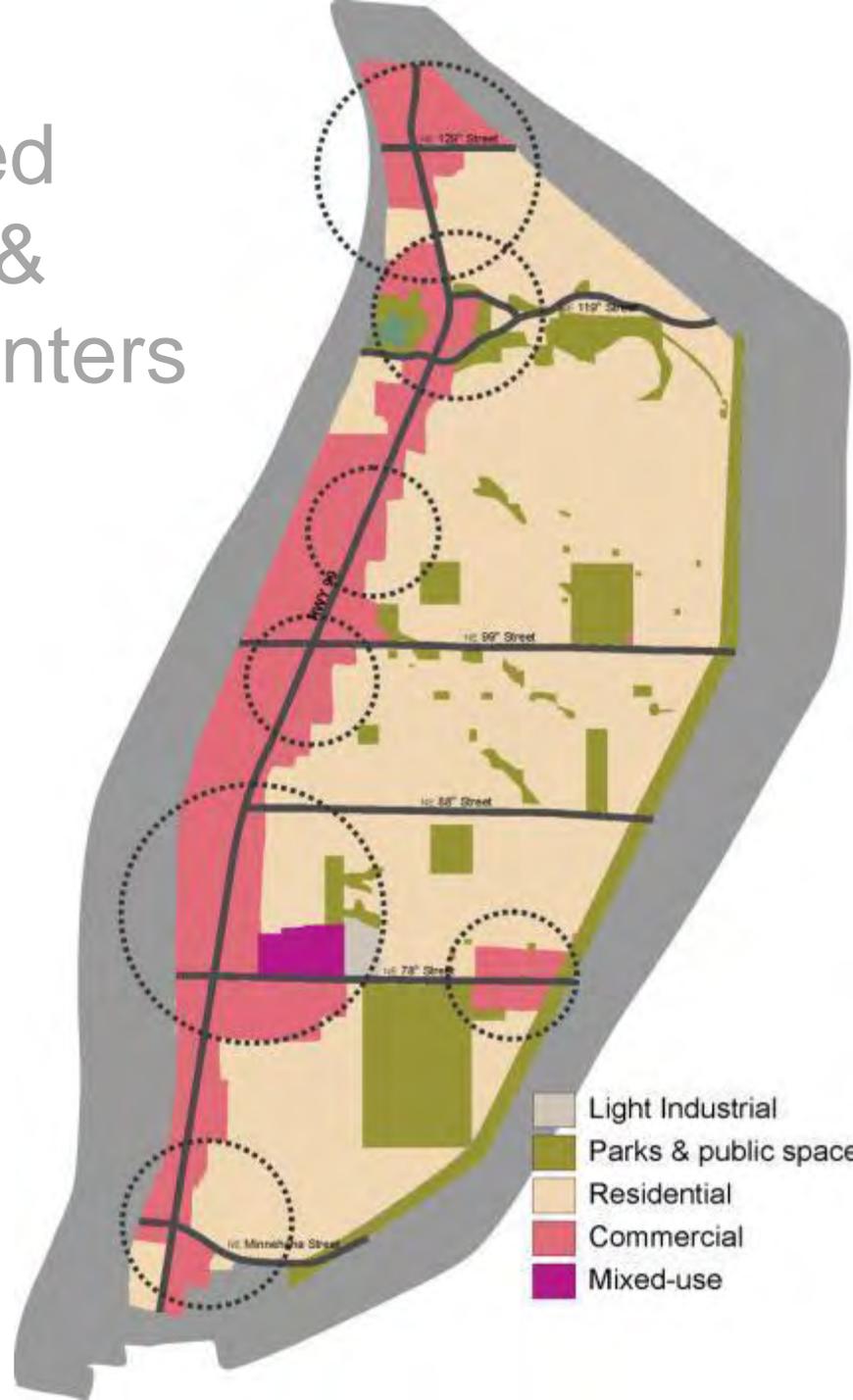
**Why**  
The area includes a great variety of features and a mix of uses. Focus on potential areas for re-development. Visualize what you like and what you don't. Some of the areas in the pictures below are new - others offer outstanding potential for re-development. Just follow along with the map. The numbers correspond with discussion locations below.

# ACTIVITY CENTERS



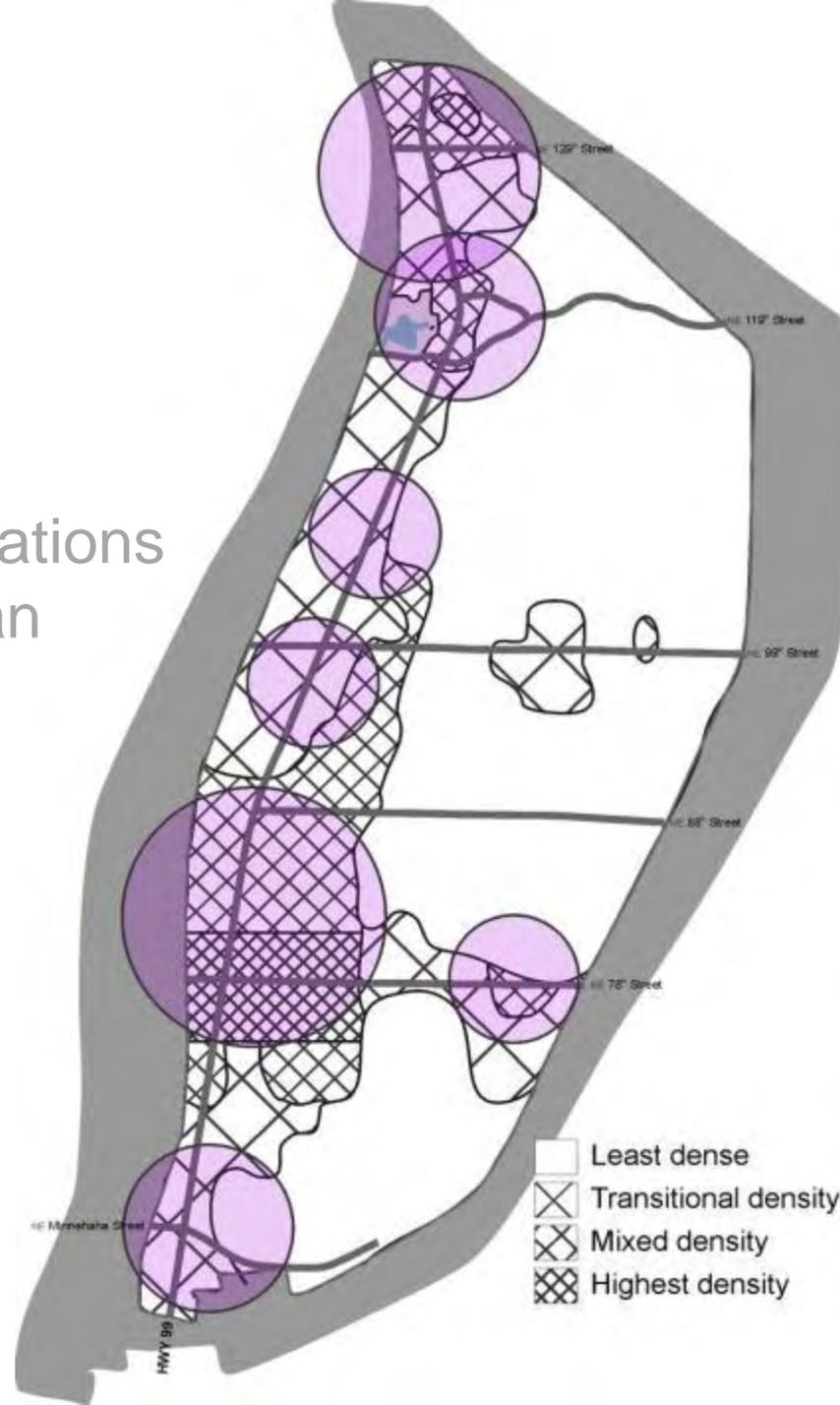
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# Generalized Land-Use & Activity Centers



# Density Concept:

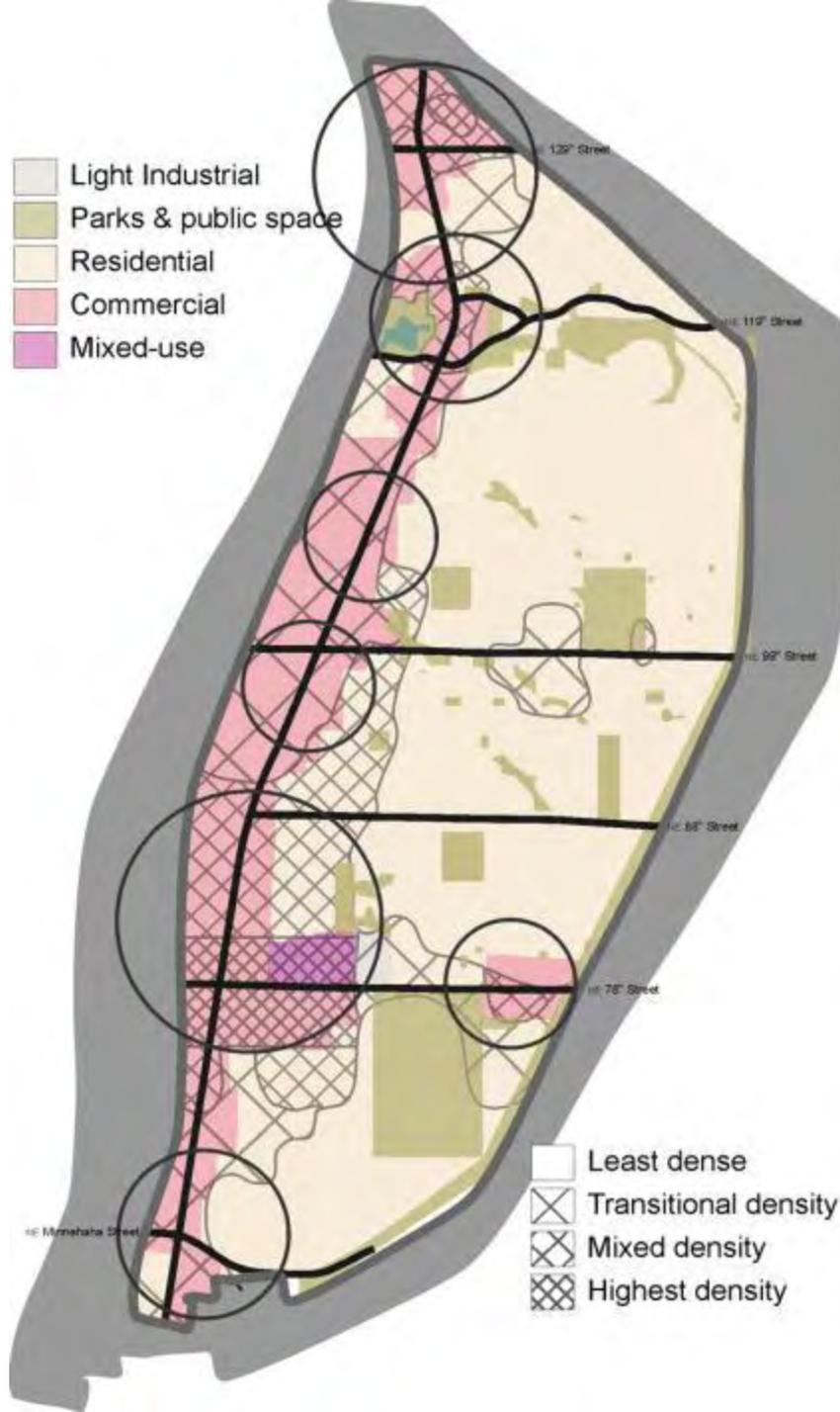
Based on  
Alternative 4  
Zoning designations  
& Subarea Plan



# Land-Use and Density Combined

- Light Industrial
- Parks & public space
- Residential
- Commercial
- Mixed-use

- Least dense
- Transitional density
- Mixed density
- Highest density

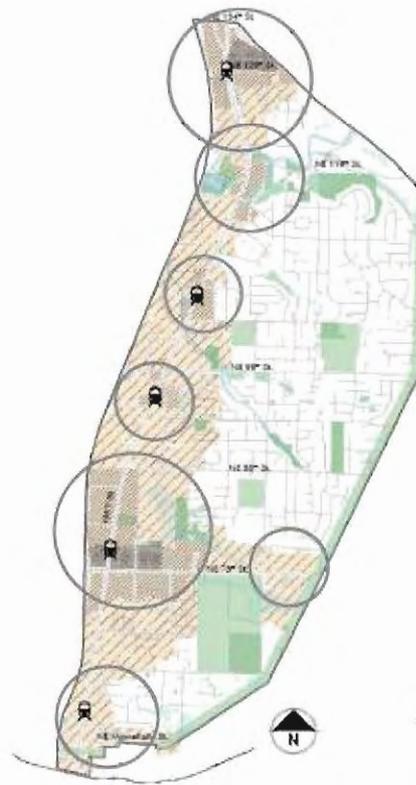


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Generalized Land-Use Designations



Building Height Development Intensity



Composite Map Land-Use/ Development Intensity

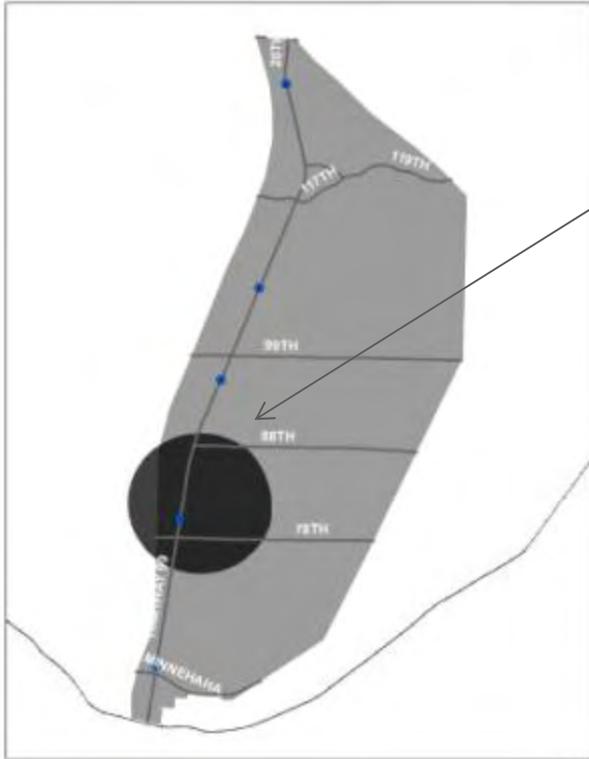


# Highway 99 Sub-Area Plan Workshop Survey

MAKERS will conduct a presentation that goes through the code proposals below item by item and add details and explanations. Please fill out the survey as we go through this presentation – marking an “X” in the appropriate survey score column. Detailed comments as to why you like or dislike particular concepts are very useful. You will have an opportunity to revise the survey later when we break up into the group exercises. Thank you!

Proposal/Concept	Survey Score				Comment/Suggestion
	Great Idea	Neutral/ unsure	Bad Idea		
<b>1. TOWN CENTER (TC)</b>					
1a. Highway 99 and NE 78 <sup>th</sup> Street Frontage: Storefronts on sidewalk required; Office and residential OK above; Parking to the side or rear of buildings.					
1b. Other Streets in TC: Allow option of storefronts OR modest landscaped setback; Allow retail, office, and multifamily or any mixture (market dictates); Uses face street; Parking to side or rear.					
1c. Prohibited Uses: Prohibit uses that do not contribute to the desired pedestrian-oriented setting. Allow large-scale retail only if the design meets pedestrian-oriented code/ standards.					
1d. Maximum height and density: Provide opportunity for 6-story buildings throughout TC with provisions that can allow taller buildings in core area of TC.					
1e. Minimum height and density options: <ul style="list-style-type: none"> <li>• Buildings fronting Highway 99 and NE 78<sup>th</sup> must average at least 2-stories</li> <li>• Buildings fronting Highway 99 and NE 78<sup>th</sup> must average at least 3-stories*</li> <li>• Residential developments within the TC must achieve a minimum density of 25 dwelling units/acre.</li> </ul>					
1f. Focal Open Space: Seek public/ private partnership opportunities to develop a centralized plaza space (1 acre or more) that is integrated with pedestrian-oriented mixed-use development and functions as the sub-area's focal point and primary gathering spot.					
<i>NOTE: Shaded proposals below would be applicable for all commercial and multifamily areas unless otherwise noted</i>					
1g. Open Space: Require at least 5% of all commercial/mixed-use development to be designed as publicly accessible open space. Space could be designed as a plaza, park, or garden. Spaces must be safe, accessible, and inviting.					

# Town Center



Regional draw for cultural, entertainment and retail destinations.





TOWN CENTER



# TOWN CENTER

# 1a: Hwy 99 & NE 78<sup>th</sup> St.

- Storefronts on sidewalk required
- Office & residential OK above
- Parking to the side or rear of building.

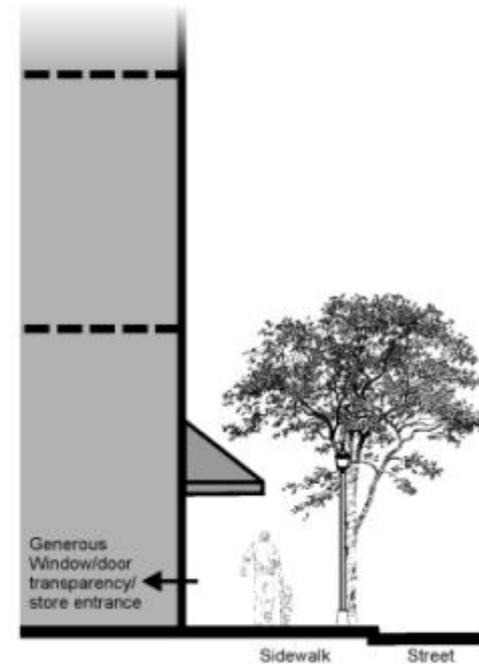
Weather protection at least 6' wide along at least 75% of the facade



Entry facing street

Transparent windows/doors along at least 75% of ground floor facade between 2 and 8 vertical feet above sidewalk

## Street-oriented Frontage



Generous Window/door transparency/ store entrance

Sidewalk

Street

# 1a: Hwy 99 & NE 78<sup>th</sup> St:

## *Storefronts*



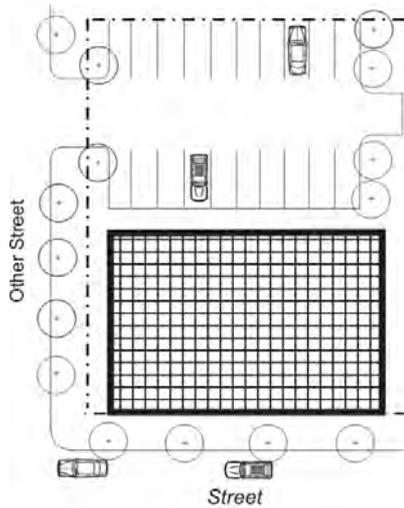
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# 1b: Other Streets in TC

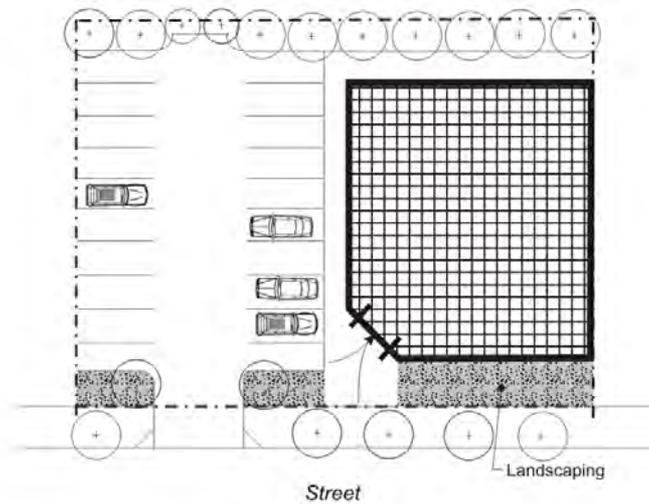
- Allow **option** of storefronts OR modest landscaped setback
- Allow retail, office, and multifamily or any mixture (market dictates)
- Uses face street; Parking to side or rear



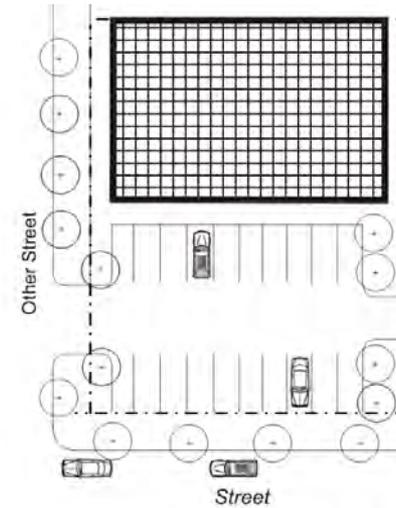
# 1b: Other Streets



GOOD



ACCEPTABLE



UNACCEPTABLE

# 1b: Option of creating a pedestrian-oriented internal street

*Is there a desire for this type of concept?  
Where?*



# 1C: Prohibited Uses

- Prohibit uses that do not contribute to the desired pedestrian-oriented setting



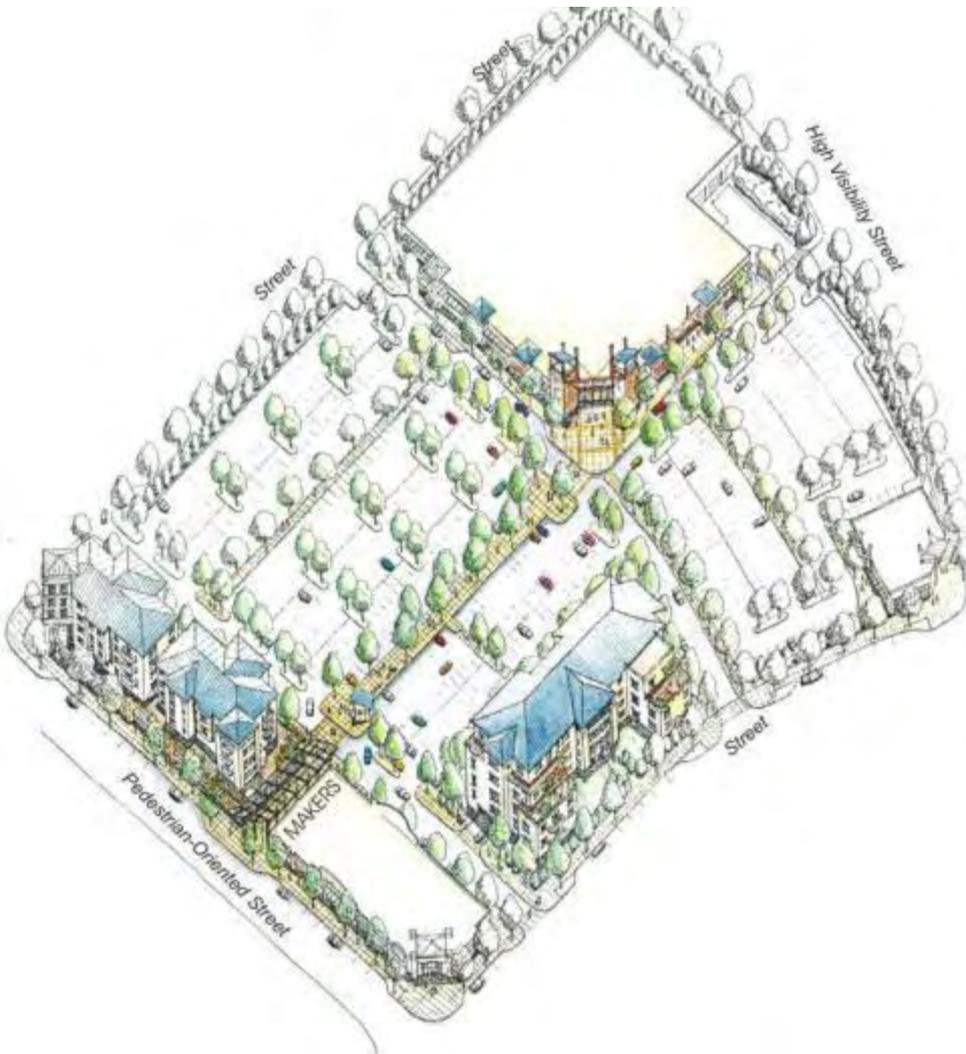
# 1C: What about big uses?

Monroe's "North Kelsey" development



# 1C: What about big uses?

Renton's "The Landing" development



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# 1d: Maximum height and density

Provide opportunity for 5-6 story buildings throughout TC



# 1d: Maximum height and density

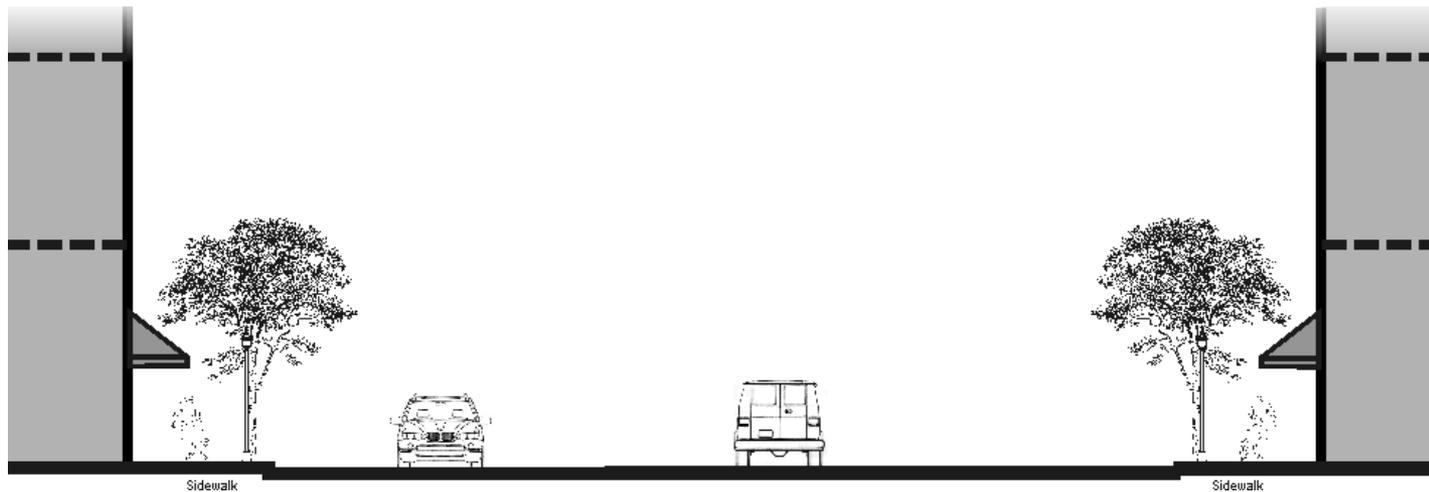
Provide for areas within TC to allow buildings taller than 6 stories



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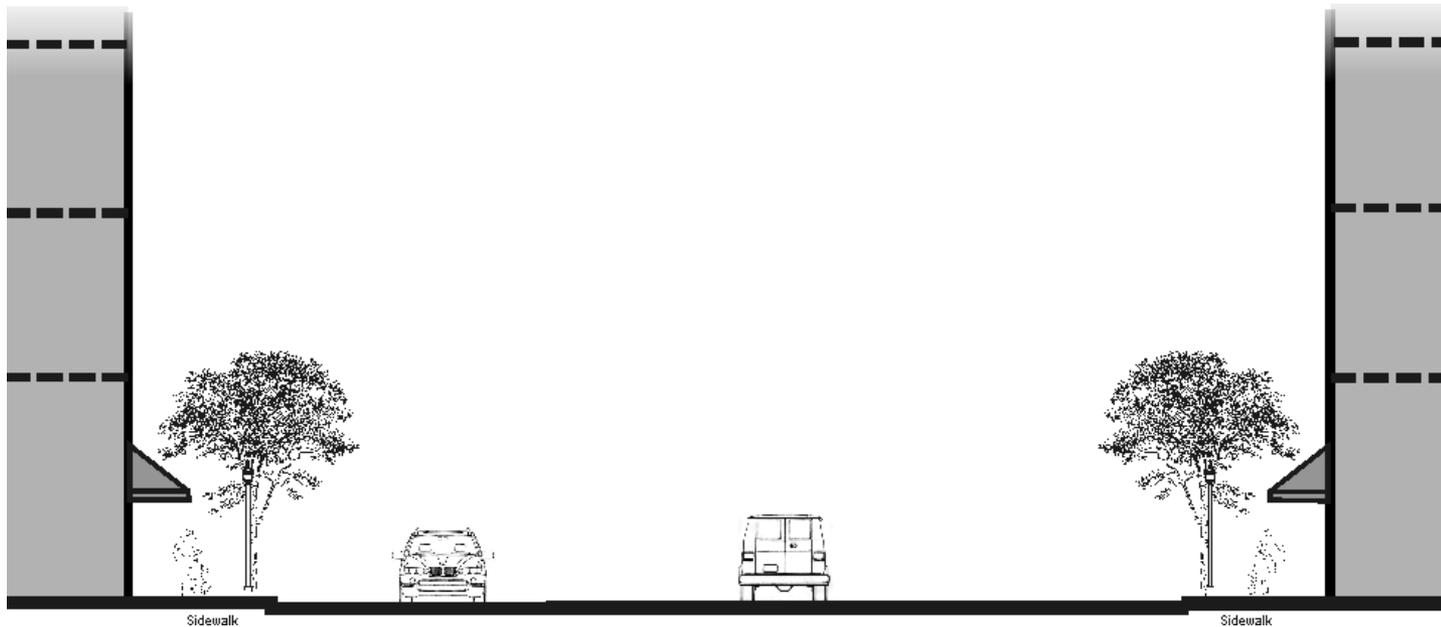
# 1e: Minimum height and density options

Buildings fronting Hwy 99 and NE 78th must average at least **2-stories**



# 1e: Minimum height and density options

Buildings fronting Hwy 99 and NE 78th must average at least **3-stories**



# 1e: Minimum height and density options

Residential developments within the TC must achieve a minimum density of 25 dwelling units/acre



# 1f: Focal Open Space

- Centralized plaza space (1 acre or more)
- Integrated with pedestrian-oriented mixed-use development (partnership)
- Functions as the subarea's focal point and primary gathering spot

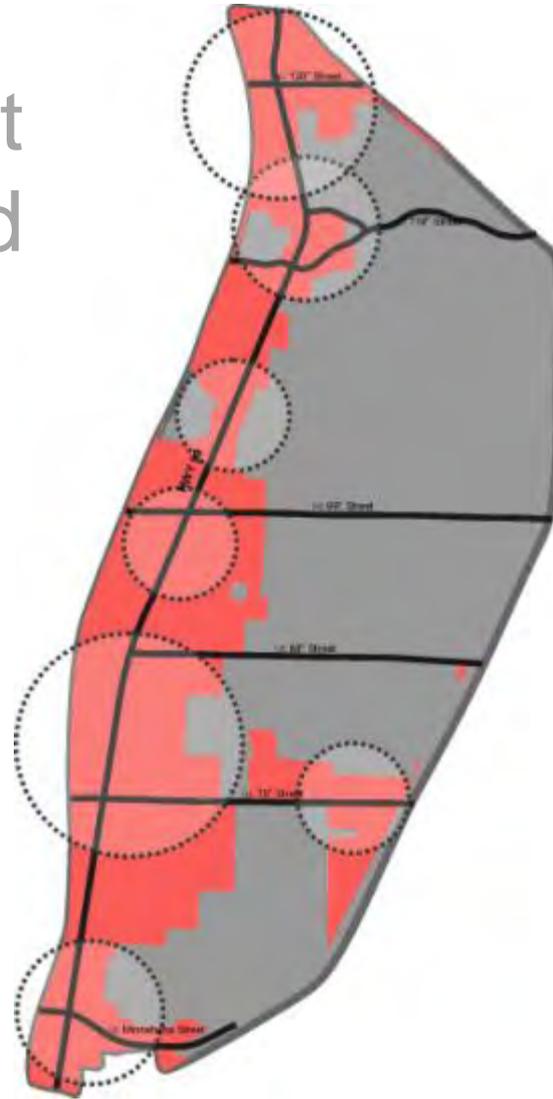


# 1f: Focal Open Space

- *What are some desirable locations?*
- *What are some desirable features/amenities?*
- *What characteristics are important?*



Questions 1g – 1o  
Apply to all areas that  
allow commercial and  
multi-family uses



ALL  
DENSE  
AREAS

# 1g: Open Space

- Require at least 5% of all commercial/mixed-use development to be designed as publicly accessible open space
- Space could be designed as a plaza, park, or garden
- Spaces must be safe, accessible, and inviting



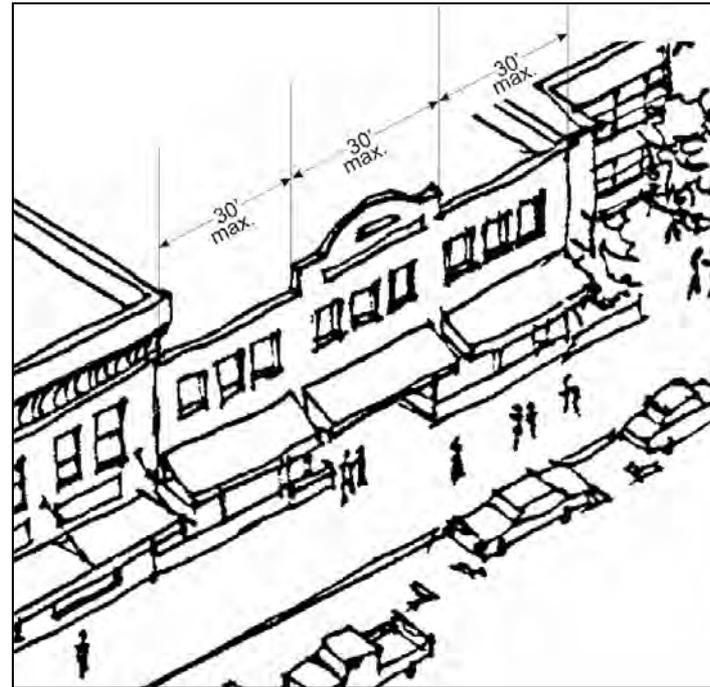
# 1h: No Single Architectural Theme

Do NOT require buildings to conform to a special architectural theme, but instead require buildings that meet proposed pedestrian orientation, massing, articulation, and detailing standards



# 1i: Building Massing and Articulation Standards

- Provide a toolbox of façade options
- Storefronts = 30' articulation intervals
- Multi-family = 30' articulation intervals
- Other commercial = 70' articulation intervals



# 1i: Building Massing and Articulation Standards



ALL  
DENSE  
AREAS

# 1j: Maximum Façade Widths

Buildings longer than 120' must incorporate design features that effectively break up the massing of the façade.



# 1k: Building Details

- Require commercial and multifamily buildings to incorporate “some” building details
- Include a toolbox of desirable options and require buildings to incorporate 2 or 3 of them



# 11: Landscaping

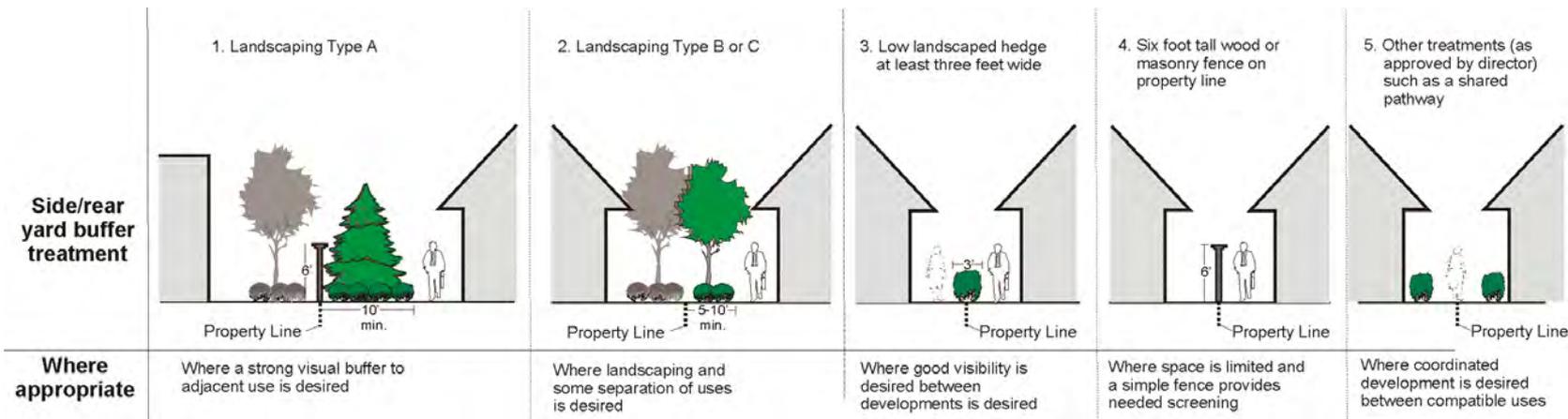
- Adopt standards that promote “Low Impact Development” techniques
- Emphasize native and drought-tolerant plant materials
- Provide for parking lot landscaping/ screening.



# 1m: Side yard treatment

Provide side yard treatment options

- Zero lot line
- Shared path
- Landscaping
- Fencing where appropriate



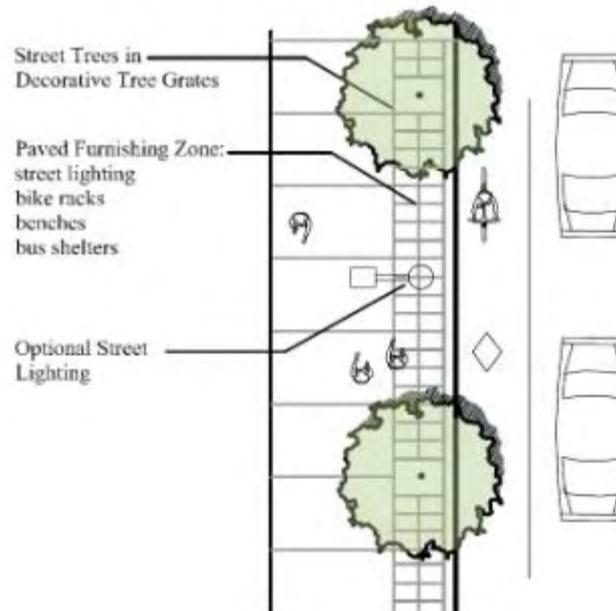
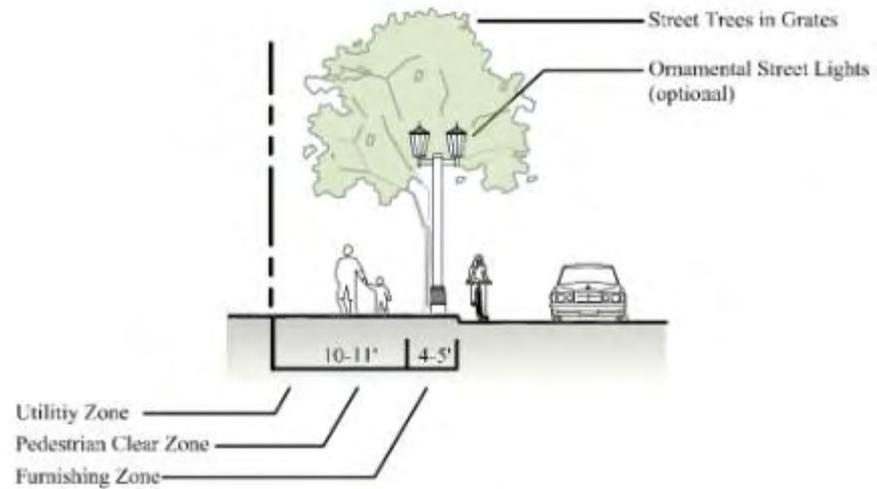
# 1n: Signage

- Prohibit all free-standing signs
- Signs must be on buildings (wall signs, hanging signs, window signs)
- Provide generous sign size allowances for wall signs provided they are in proportion to the facade



# 10: Streetscape designs

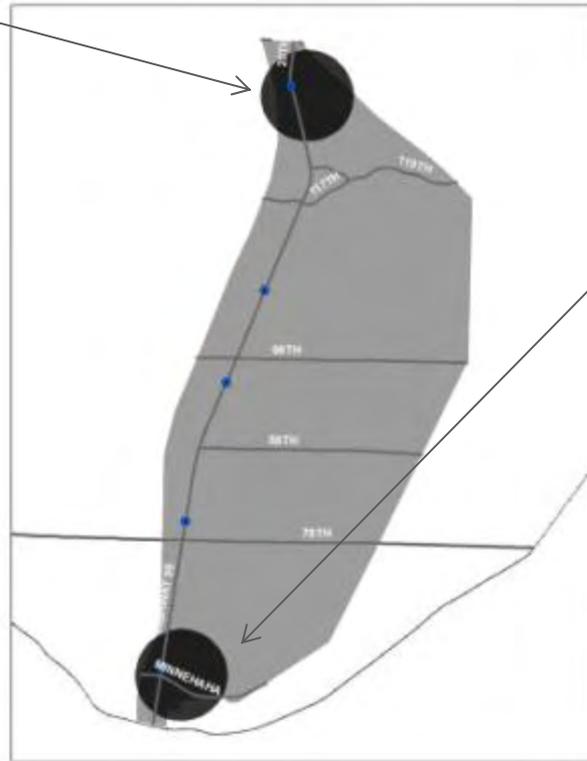
## Hwy 99 and NE 78th Street:



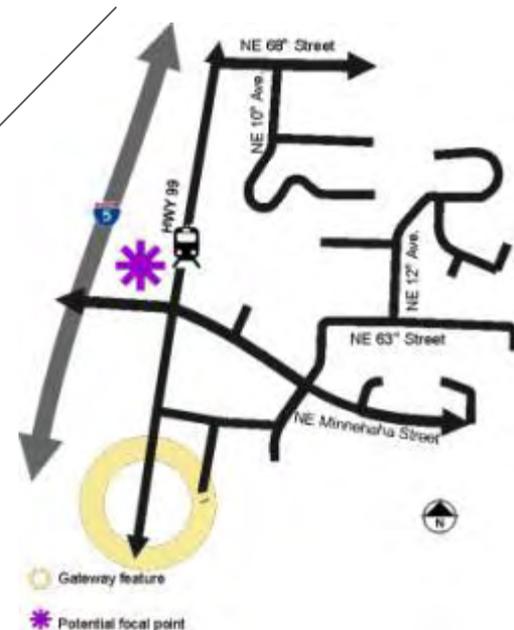


# Gateway Villages

## Salmon Creek Village



## Minnehaha Village



Gateway areas that provide a clear entry into the area with a link to the BPA trail.

# Minnehaha Village

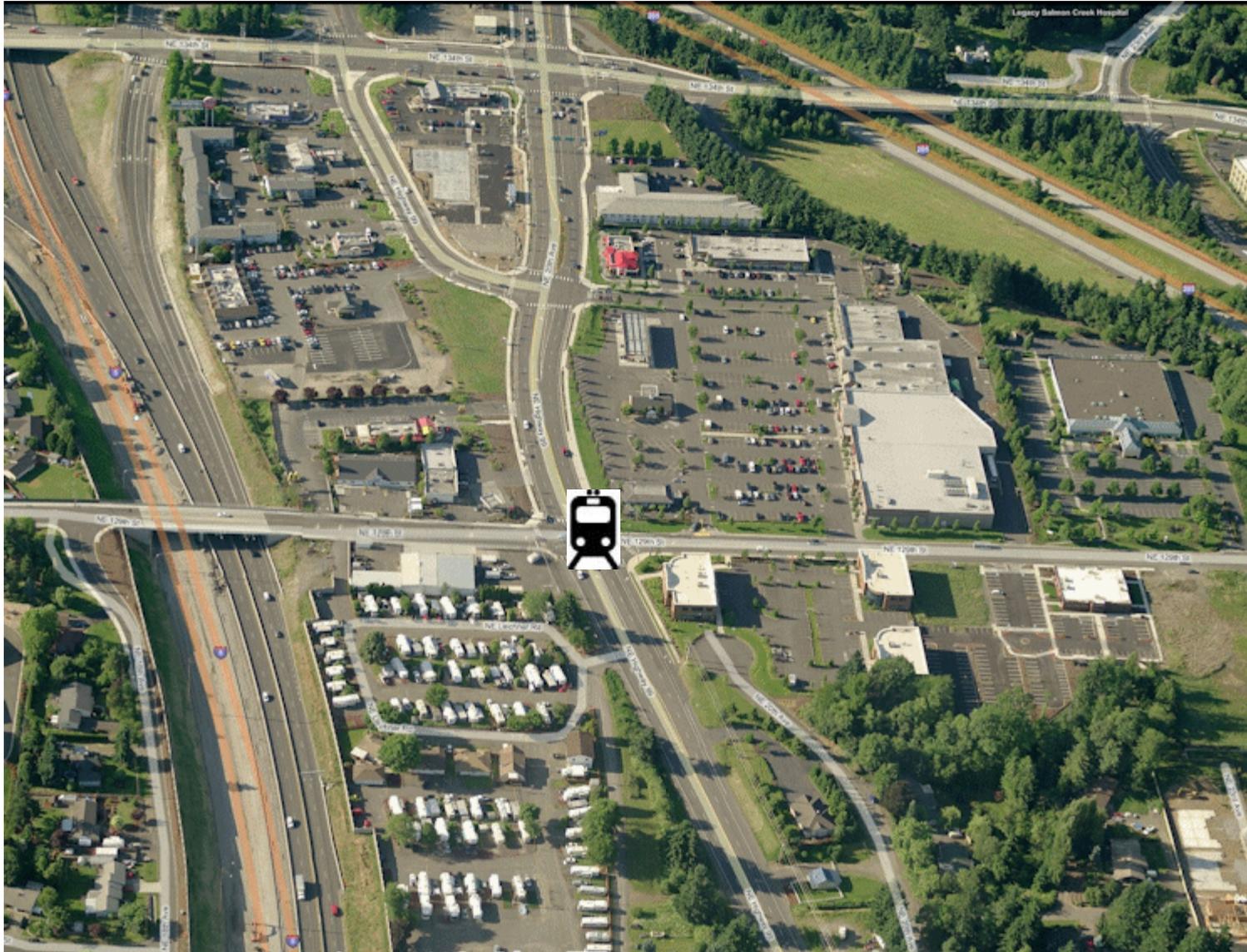




# Salmon Creek Village



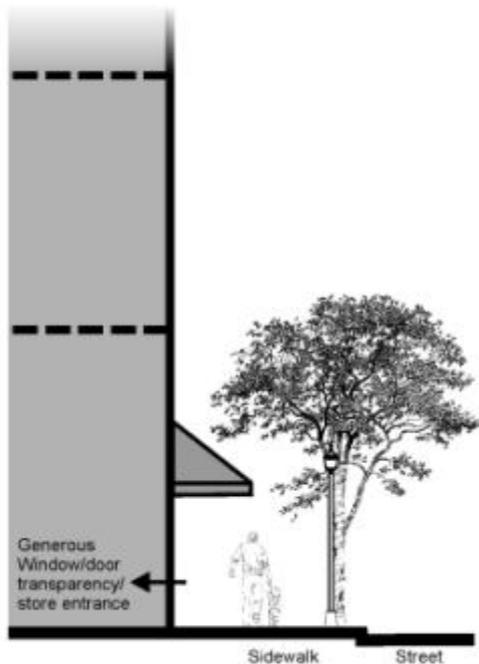
# Salmon Creek Village



# 2a: Minnehaha Village – Hwy 99 Frontage

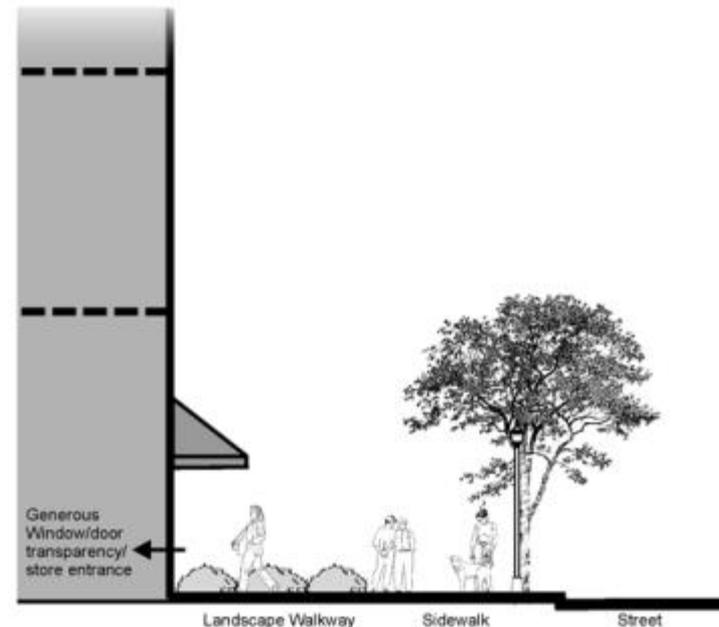
- Allow storefronts OR modest landscaped setbacks
- Flexibility of streetfront uses (retail, office, residential, or any mix)
- Uses face the street
- Parking lots to the side or rear

## Street-oriented Frontage



OR

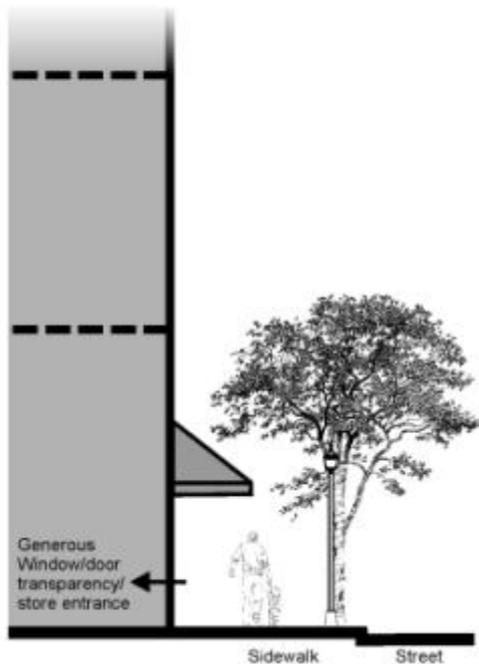
## Landscaped Setback Frontage



# 2b: Salmon Creek Village – Hwy 99 and NE 129th frontage

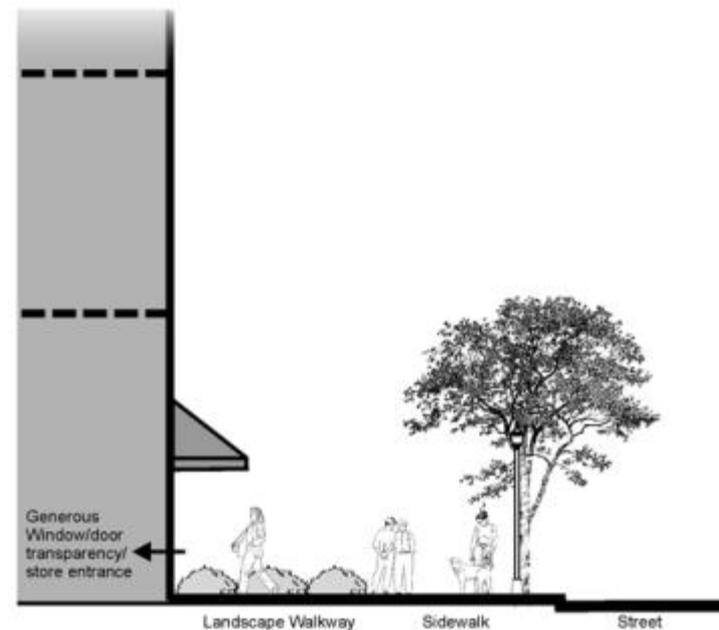
- Allow storefronts OR modest landscaped setbacks
- **Require commercial** on ground floor along street with residential OK above
- Uses face street
- Parking to side or rear

Street-oriented Frontage



OR

Landscaped Setback Frontage



## 2c: Prohibited uses

Prohibit uses that do not contribute to the desired pedestrian-oriented setting – but perhaps there is a little more flexibility than in TC



## 2d: Maximum height and density

**Minnehaha:** Limit building heights to 3 stories south of NE 64th and 4-stories elsewhere; DO NOT use a maximum dwelling unit/ acre figure



**Salmon Creek:** Provide opportunity for 6-story buildings in Commercial designated areas with provisions that can allow taller buildings in a core area. Do NOT use a maximum dwelling unit per acre figure

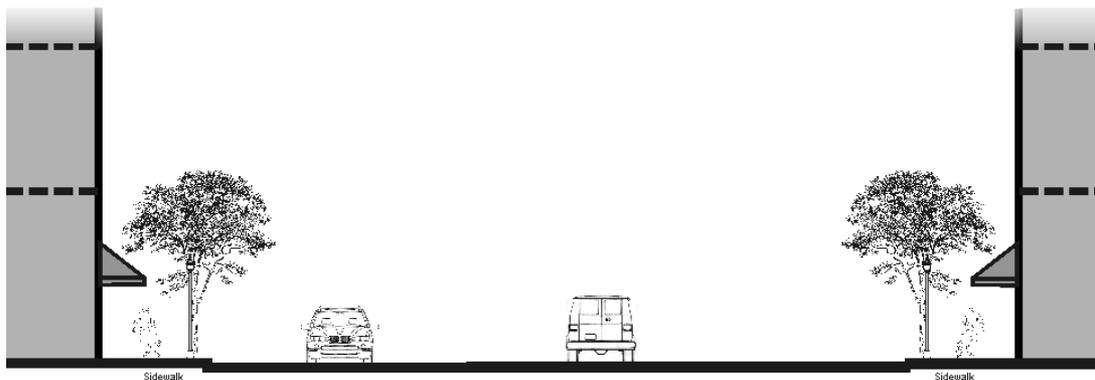


# 2e: Minimum height and density options

**Minnehaha:** No minimum height or density



**Salmon Creek:** Buildings fronting Hwy 99 must average at least 2-stories. Residential developments = 25 dwelling units/acre or more

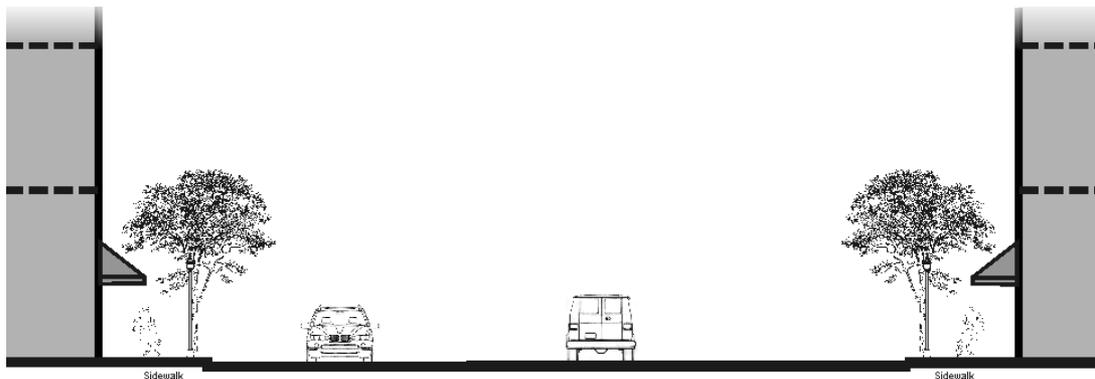


# 2e: Minimum height and density options

**Minnehaha:** No minimum height or density



**Salmon Creek:** Buildings fronting Hwy 99 must average at least 2-stories. Residential developments = 25 dwelling units/acre or more



# 2f: Signage

- Prohibit all new pole signs and discourage all other free-standing signs (signs should be affixed to buildings - wall signs, hanging signs, or small window signs)
- Provide generous sign size allowances for wall signs provided they are in proportion to the facade



# 2g: Streetscape designs: Minnehaha

- Emphasize a gateway boulevard design south of NE 63rd
- North of NE 63rd: Wide sidewalk with a row of street trees in grates

North of 63rd



South of 63rd



# 2g: Streetscape designs: Salmon Creek

- Emphasize a gateway boulevard design north of NE 129th
- South of NE 129th: Wide sidewalk with a single row of street trees in grates.



North of 129th



South of 129th

Kline Line Commons

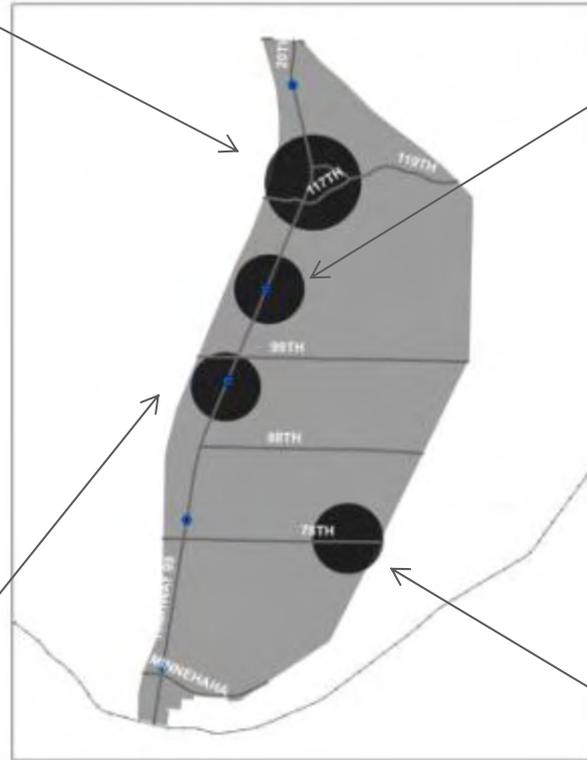


\* Potential focal point

Tenny Creek Commons



\* Potential focal point



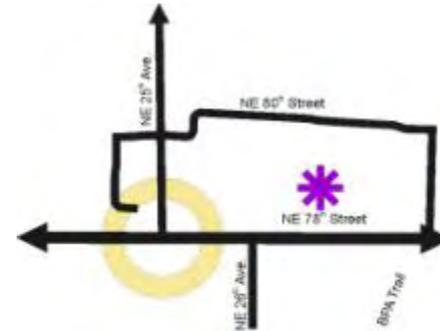
99 Commons



○ Gateway feature

\* Potential focal point

Parks Commons



○ Gateway feature

\* Potential focal point

Transitional mixed-use areas with a strong connection to parks, trails, and/or transit.

# Commons

# Klineline Commons



# Tenny Creek Commons



# 99 Commons

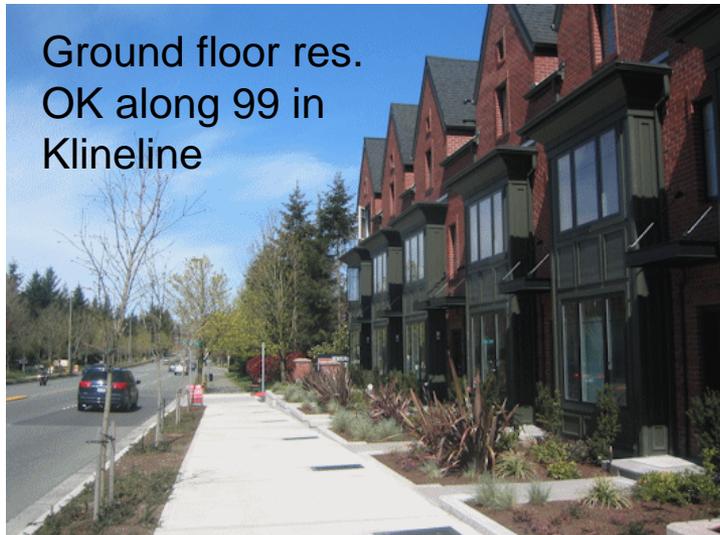


# Parks Commons

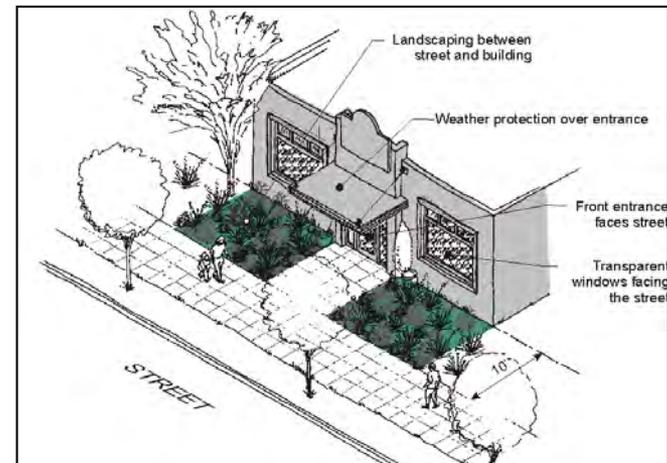


# 3a: Development frontage for all commons

- Allow storefronts or modest landscaped setback
- Require commercial on ground floor along Hwy 99 and NE 78th
- Allow residential above or behind arterial frontage in all commons
- Uses face street
- Parking to side or rear



Ground floor res.  
OK along 99 in  
Klineline



# 3b: Prohibited uses

Prohibit uses that do not contribute to the desired pedestrian-oriented setting – but perhaps there is a little more flexibility than in TC



# 3C: Maximum height and density

- **Tenny Creek and 99 Commons:** Provide opportunity for 6-story mixed-use buildings throughout and 4-story max multifamily buildings
- Do NOT use a maximum dwelling unit per acre figure



# 3C: Maximum height and density

## Klineline Commons:

- Provide opportunity for 6-story buildings adjacent to Hwy 99 and 3-stories for other commercial/ multifamily areas;
- Do NOT use a maximum dwelling unit per acre figure



# 3C: Maximum height and density

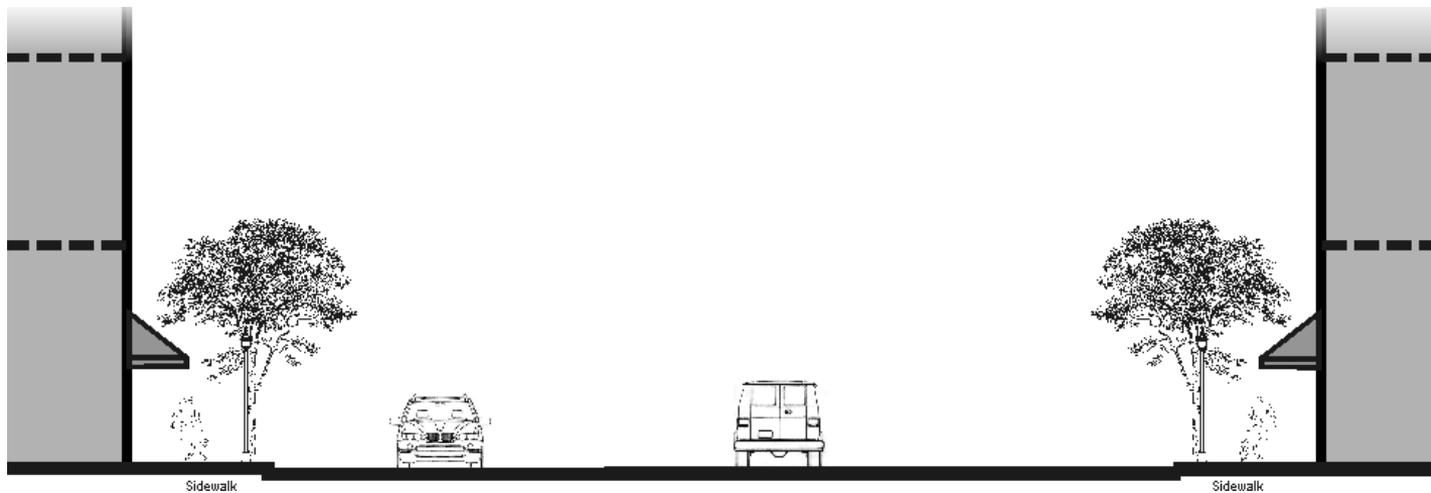
**Parks:** Provide for up to 3-story buildings, but DO NOT use a maximum dwelling unit per acre figure



# 3d: Minimum height and density

## Tenny Creek and 99 Commons:

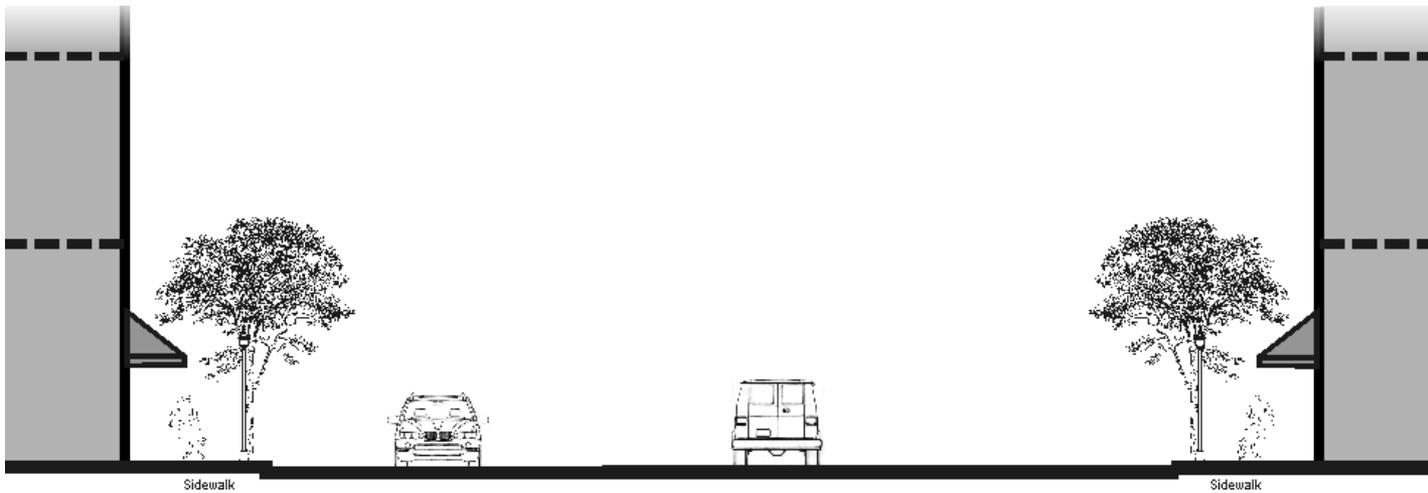
- Buildings fronting Hwy 99 must average at least 2-stories.
- Residential developments must achieve a minimum density of 25 dwelling units/acre.



**HIGHWAY 99 – TENNY CREEK & 99 COMMONS**

# 3d: Minimum height and density

**Klineline Commons:** Buildings fronting Hwy 99 must average at least 2-stories



**HIGHWAY 99 - KLINELINE**

# 3d: Minimum height and density

Parks: No minimum height or density



# 3e: Signage

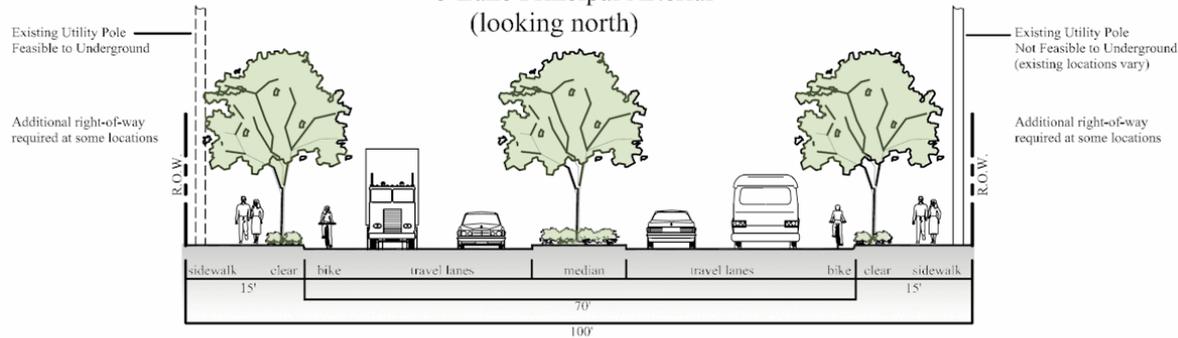
- Prohibit all new pole signs and discourage all other free-standing signs (signs should be affixed to buildings - wall signs, hanging signs, or small window signs)
- Provide generous sign size allowances for wall signs provided they are in proportion to the facade



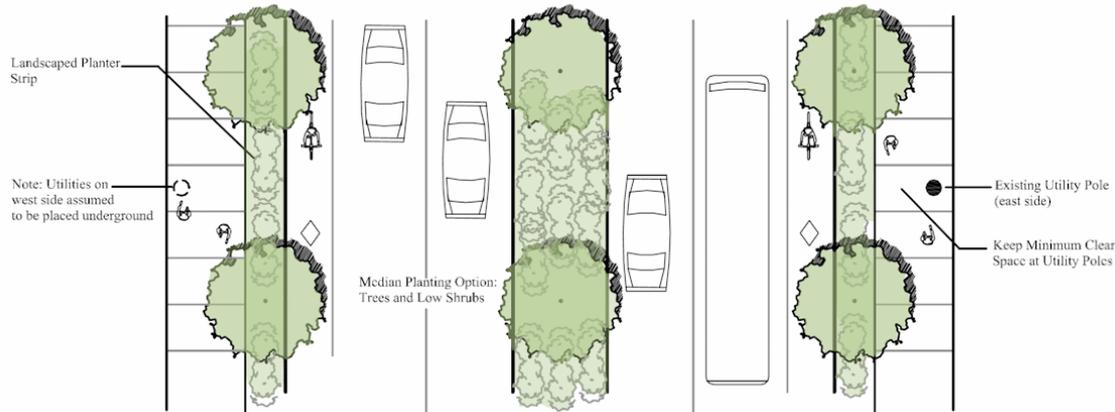
# 3f: Streetscape designs: Hwy 99

Emphasize a boulevard design throughout with a landscaped median where practical, generous sidewalks, and street trees

County Standard Cross-Section  
5 Lane Principal Arterial  
(looking north)

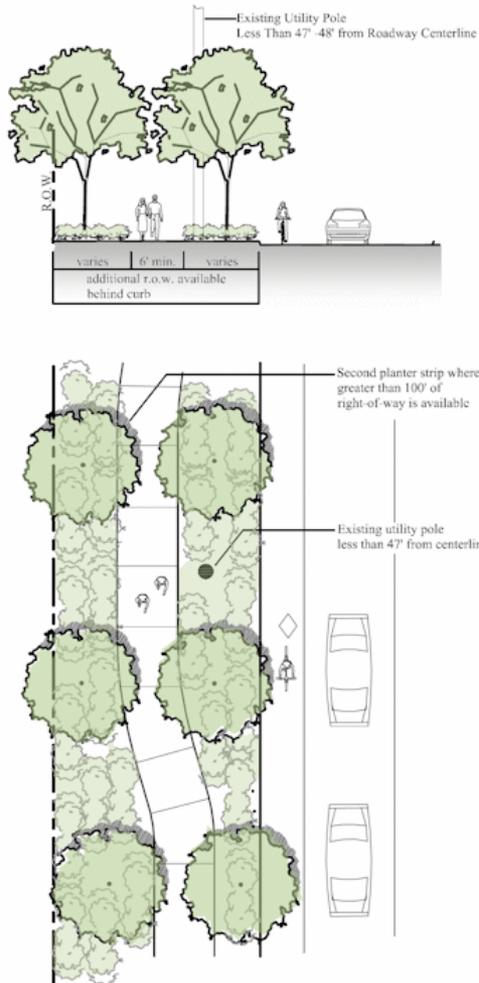


SEE FIGURES 6-8  
FOR STREET CORNER OPTIONS



# 3f: Streetscape designs: Hwy 99

Klineline Commons Concept



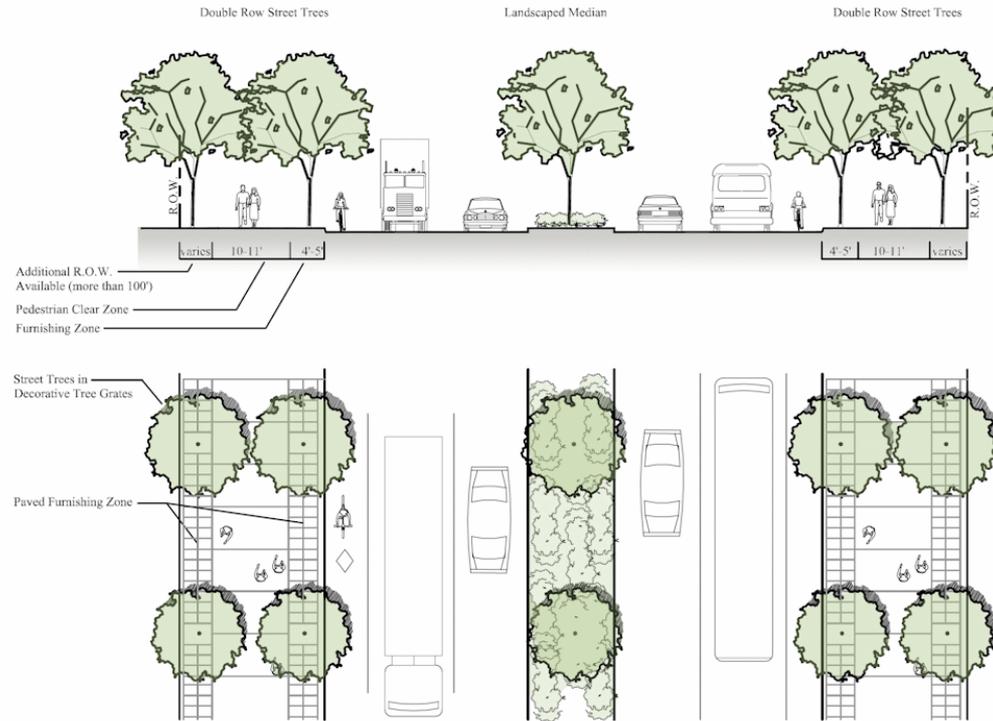
Portions of Tenny Creek and 99  
Commons: Hardscape Boulevard



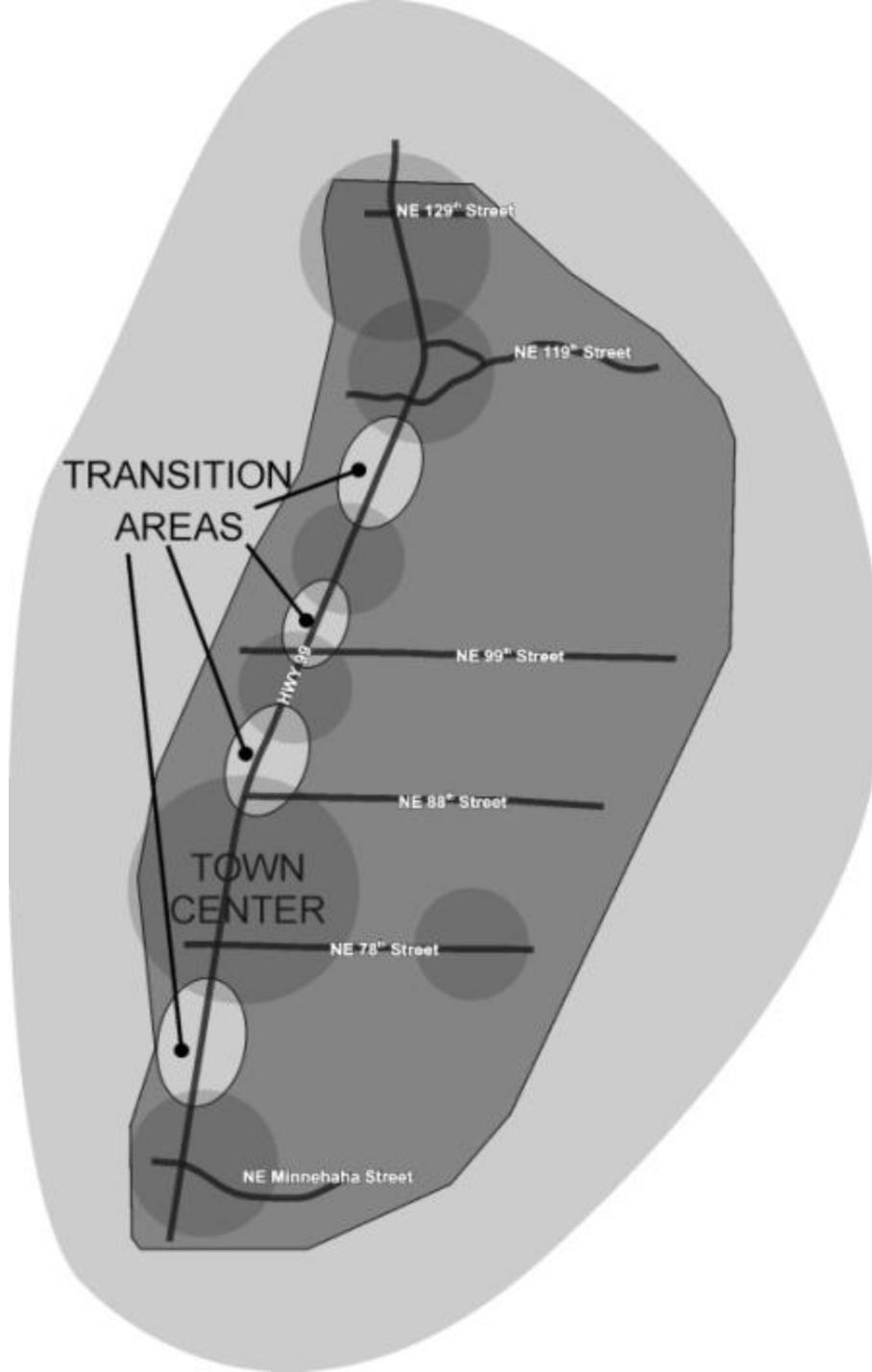
# 3f: Streetscape designs

**NE 78th:** Emphasize a gateway boulevard design along the eastern edge of the corridor with a landscaped median where practical, two rows of street trees/ planting strips along sidewalk.

## NE 78TH



# HWY 99 Transition Areas

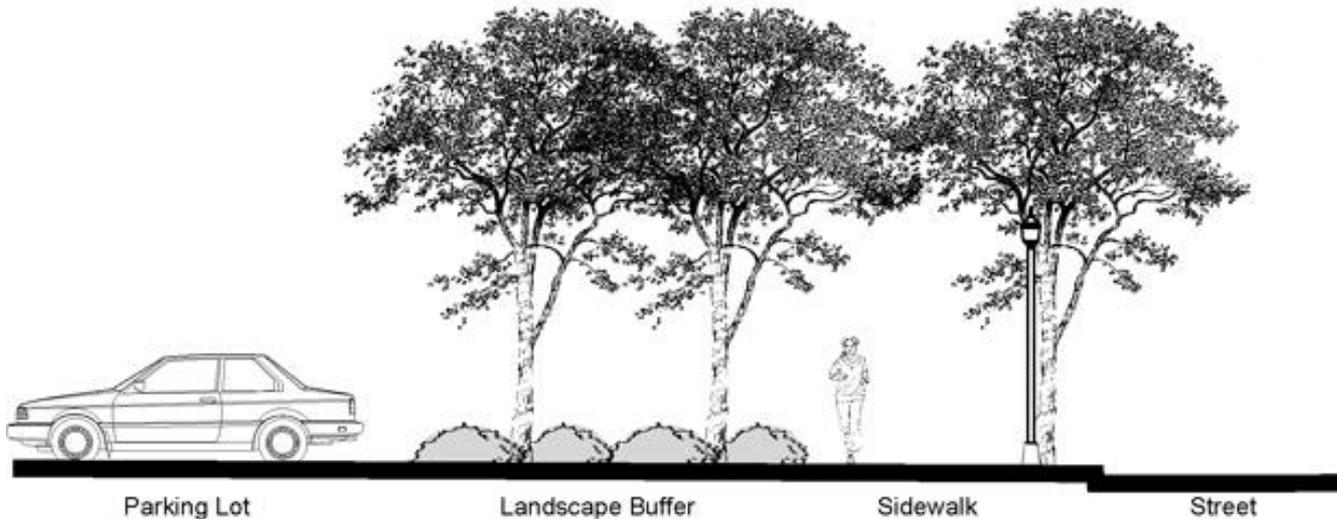


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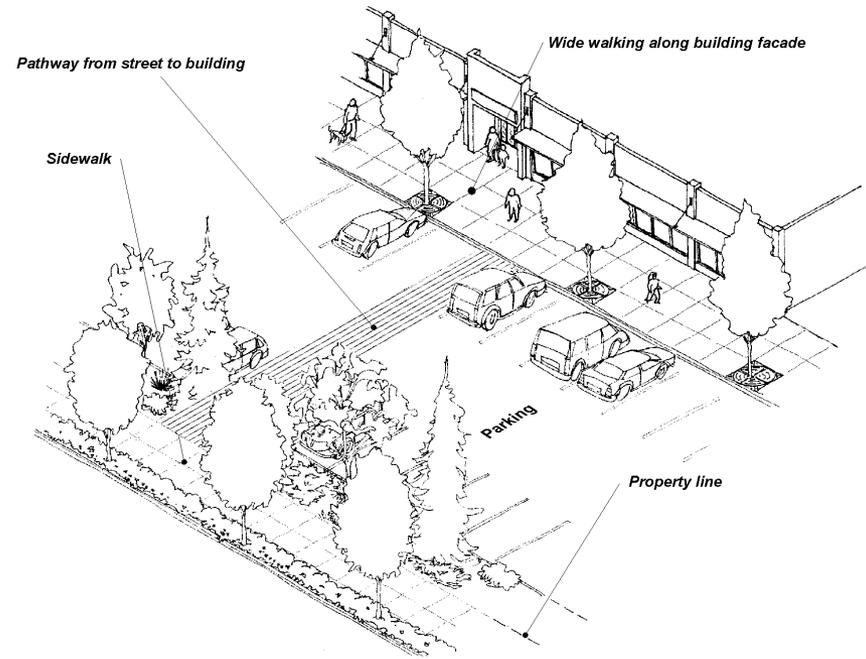
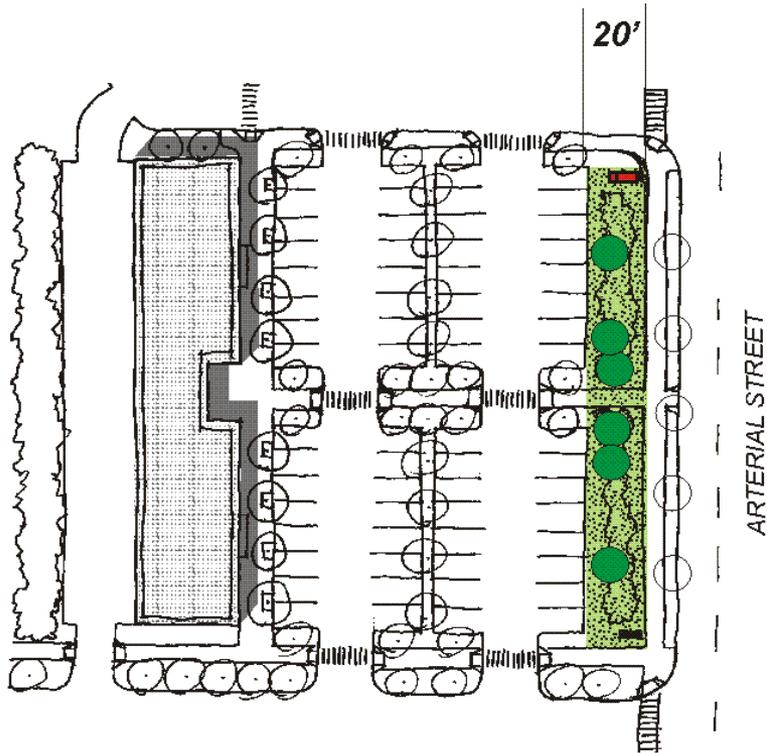
# 4a: Development frontage

- Require modest landscaped setbacks for all development
- Allow flexibility in building/parking lot location provided substantial landscape screening enhances the streetscape
- Allow for retail, residential, or office, or any mixture of the 3
- Uses face street
- Direct pedestrian connections to sidewalk

## Landscaped Transitional Frontage

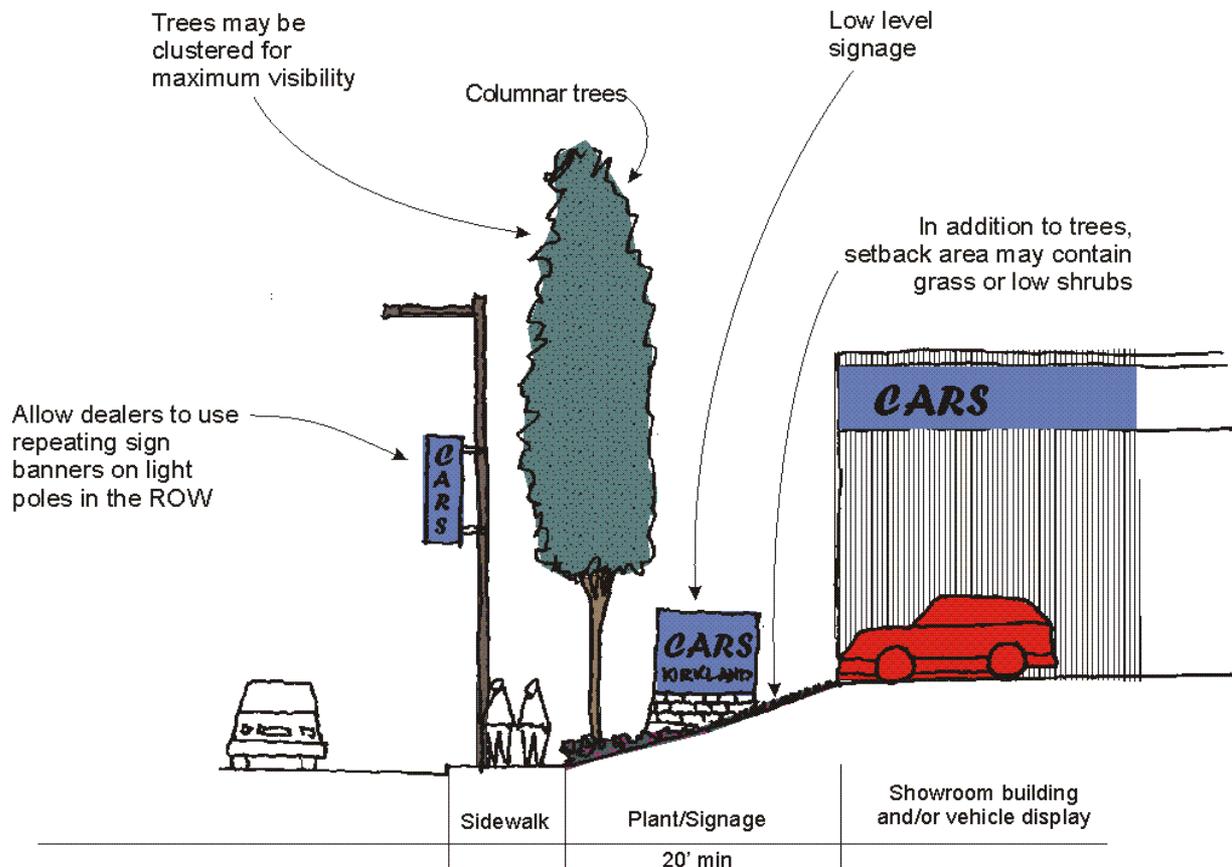


# 4a: Development frontage



# 4b: Greater range of commercial uses

Retail sales, including auto sales and other auto-oriented uses allowed



# 4c: Maximum height and density

3 stories



# 4e: No minimum height and density



# 4e: Signage

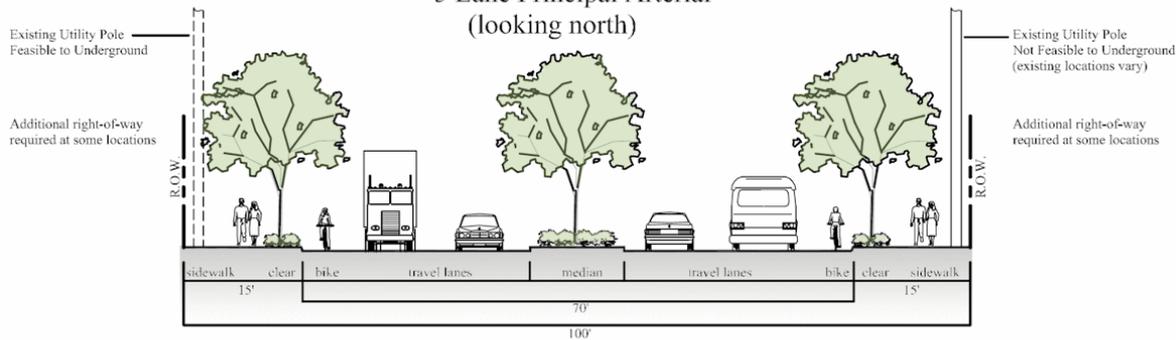
- Prohibit all new pole signs and (promote low level monument signs and building mounted signs instead)
- Provide generous sign size allowances for wall signs provided they are in proportion to the facade



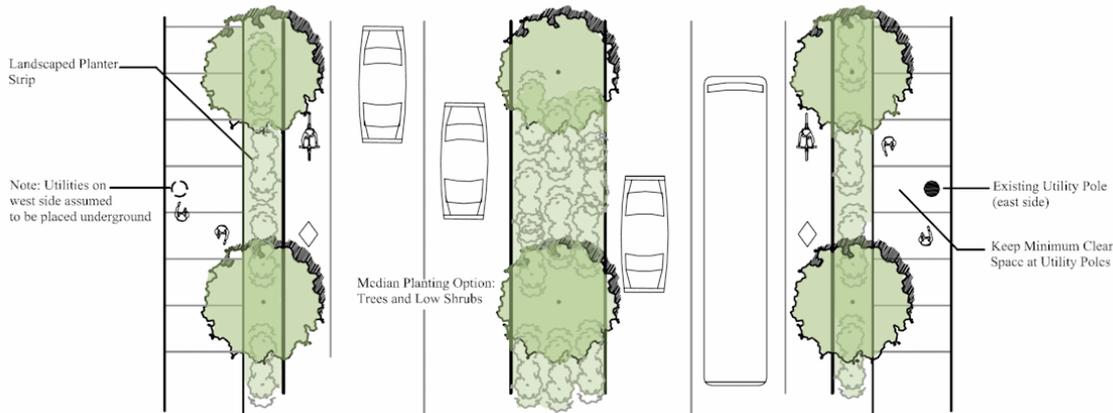
# 4f: Streetscape designs

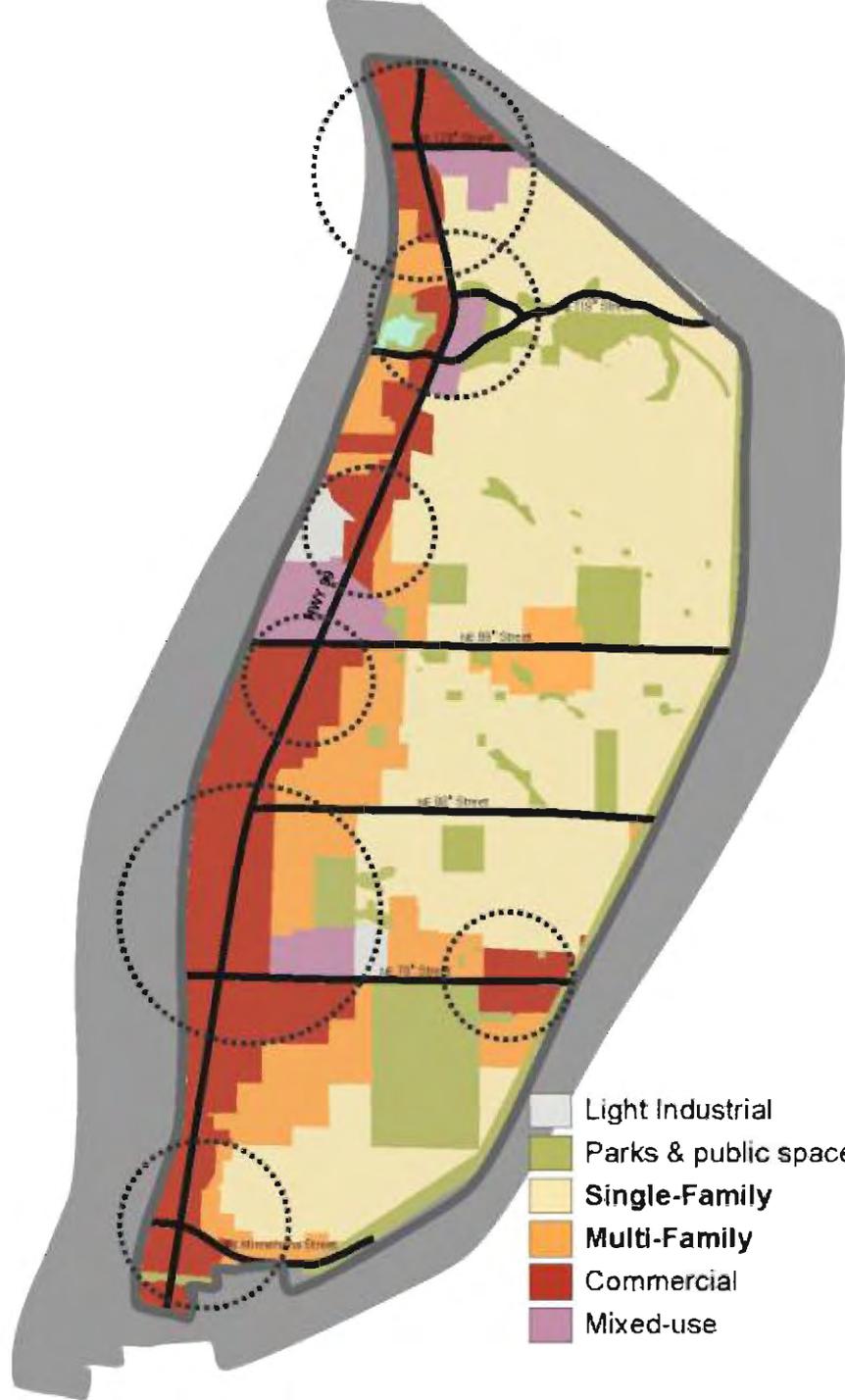
Emphasize a boulevard design throughout the Hwy 99 corridor with a landscaped median where practical, generous sidewalks, and street trees

County Standard Cross-Section  
5 Lane Principal Arterial  
(looking north)



SEE FIGURES 6-8  
FOR STREET CORNER OPTIONS





# R E S I D E N T I A L

All areas  
that allow  
multi-  
family  
residential



Multi-  
family  
use  
only



Designations based on current Land-Use

# 5a: Development frontage

- Require modest landscaped setbacks
- Buildings face street
- Parking to side or rear



# 5b: Permitted housing types

- Townhouses and apartments in designated multifamily areas
- Apartments in mixed-use buildings in commercial/mixed-use areas
- No new single family homes or duplexes



# 5c: Maximum height and density

- 4-stories within areas on maps specified as highest and medium intensity and 3-stories in ALL other locations
- Do NOT specify a maximum dwelling unit/acre limit



# 5d: Minimum height and density

- 2-stories minimum height and 18-25 units/acre minimum average density.



# 5e: Usable private open space

- Require at least 200sf of open space per multifamily dwelling unit
- Encourage a variety of spaces including common open space, private balconies, porches, and indoor space



# 5e: Usable private open space

- Reduce standard to 100sf/unit for developments incorporating structured parking



# 5f: Usable public open space

Area = at least 15% of the land within the development must be developed as public open space



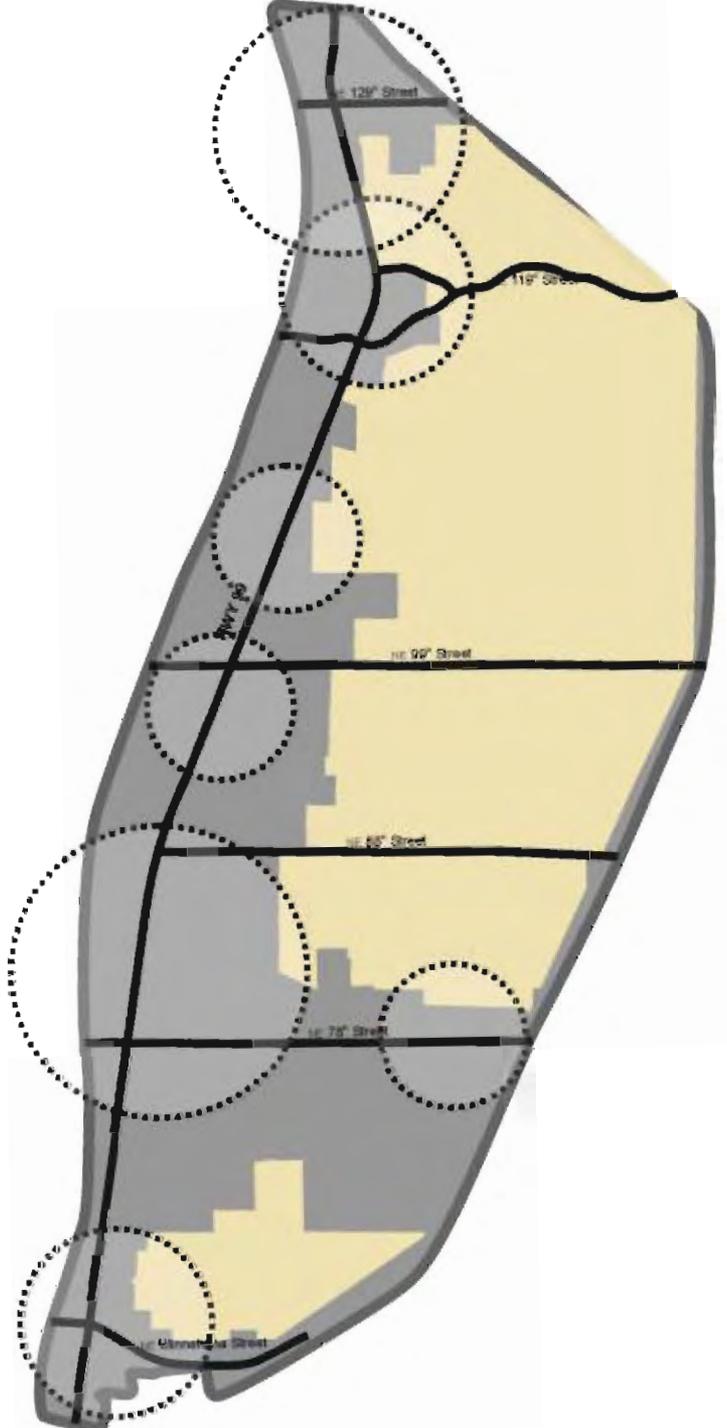
# 5g: Minimum height and density options

DISREGARD – DUPLICATE QUESTION!

# 5h: Streetscape design

Emphasize street design with on-street parking, wide planting strips, and generous sidewalks





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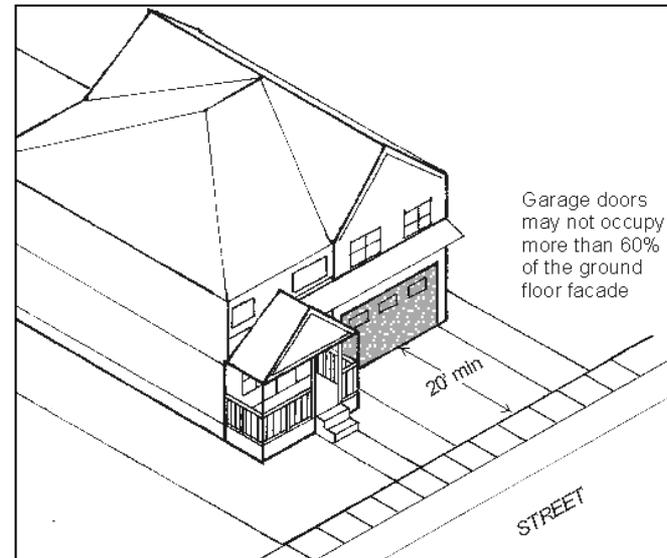
# 6a: Subdivision Design Principles

- Provide roadway/pathway connections to surrounding areas where feasible
- Developments must orient to natural areas and not back up to them.
- Incorporate trails
- Incorporate Low Impact Development techniques into street design where feasible
- Provide sidewalks and street trees
- Discourage cul de sacs



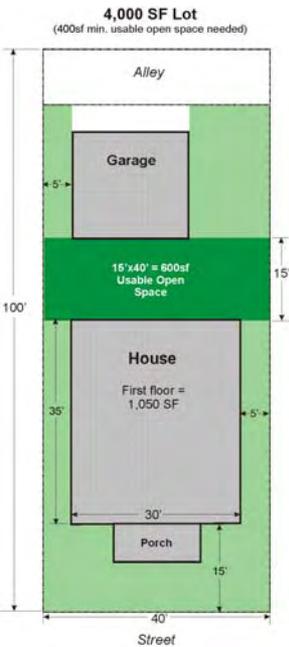
# 6b: Streetfront Design

- Modest landscaped front yard setbacks
- Porch projections permitted
- Garages and driveways deemphasized

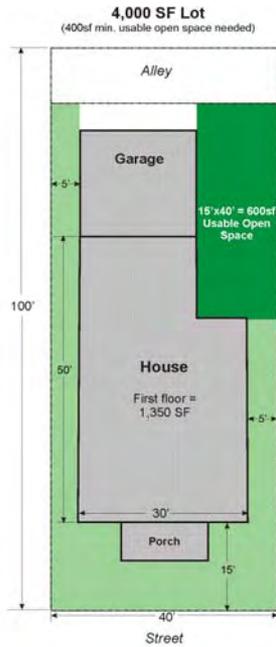


# 6C: Minimum Usable Private Open Space

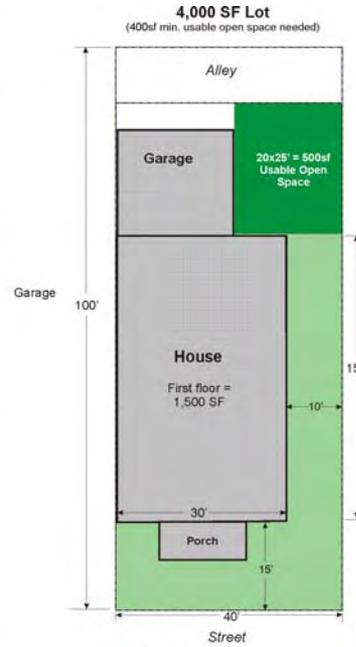
Area = at least 10% of lot and at least 15' in width  
(may not be in front yard)



**Conventional Lot**



**Conventional Lot**



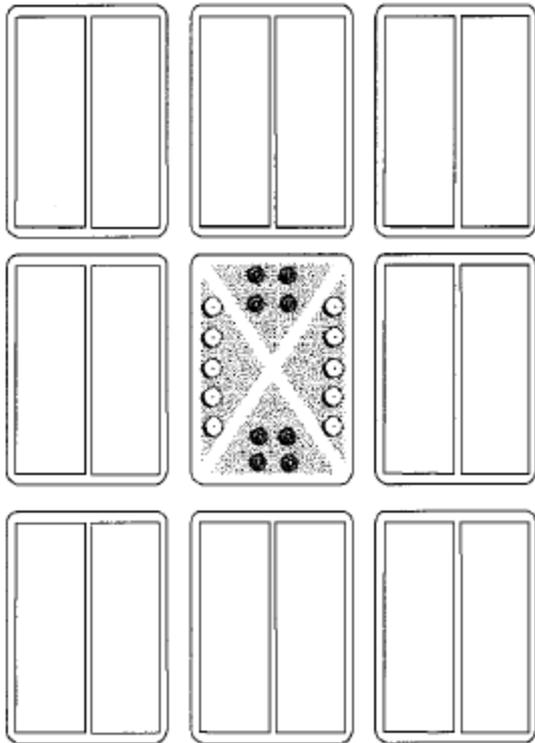
**Zero Lot Line Configuration**

(home pushed to side property line, maximizing usable open space)



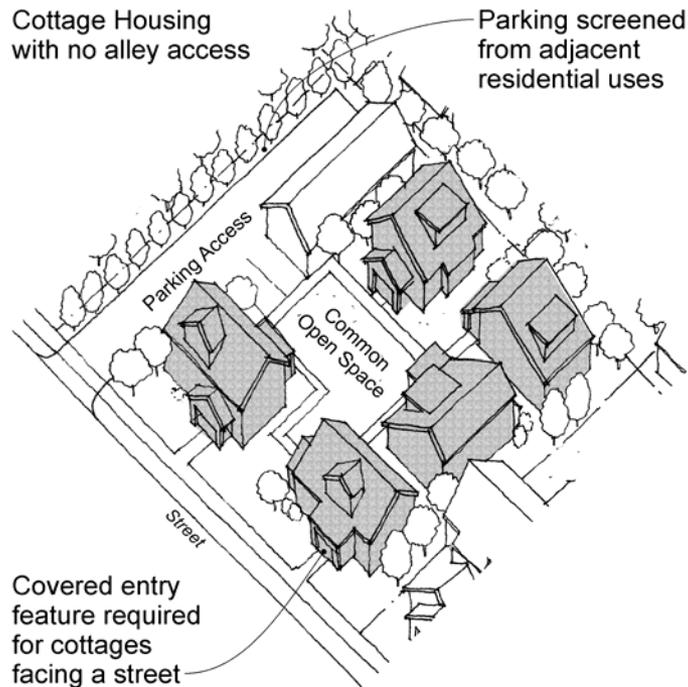
# 6d: Minimum Usable Public Open Space

Area = at least 15% of the land within the subdivision must be developed as public open space



# 6e: Allow for cottage housing

- 4-12 units around a common open space
- 400sf of common open space per unit
- 1,200sf max floor area/unit
- Each cottage house counts as  $\frac{1}{2}$  a dwelling unit for the purposes of density calculations



# Parks & Trails

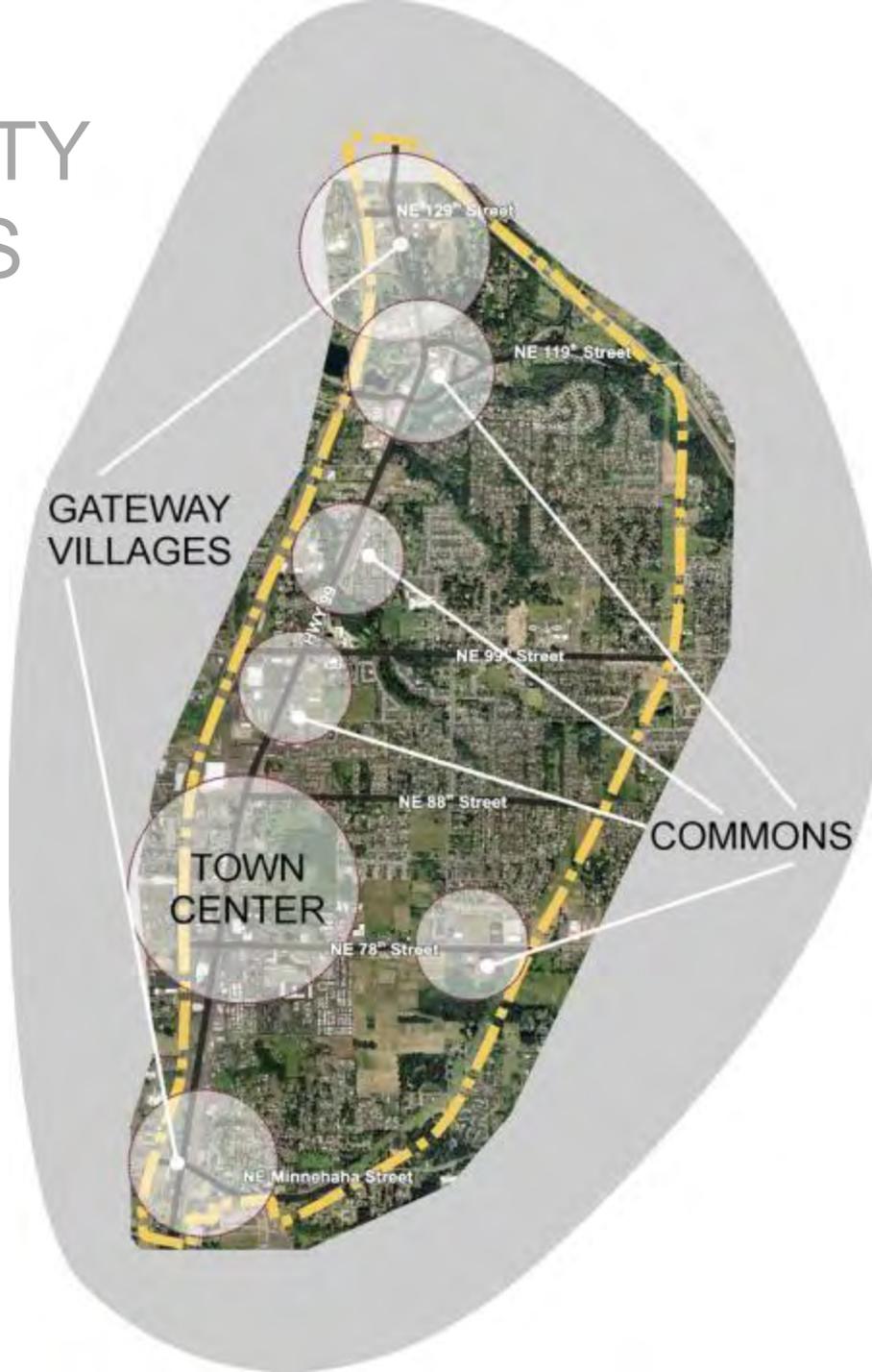


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## 7: Parks & Trails

- *Mark specific park/trail opportunities on maps (such as great locations for them)*
- *Note where improvements might be needed to existing parks – indicate the types of improvements desired.*
- *Where new parks are proposed/planned, note the types of activities/uses/features that are desired within park.*
- *Are there types of parks or recreational activities that are desired within the activity center? Sub-area? Where specifically?*

# 8. ACTIVITY CENTERS



# More About the Break-out Sessions

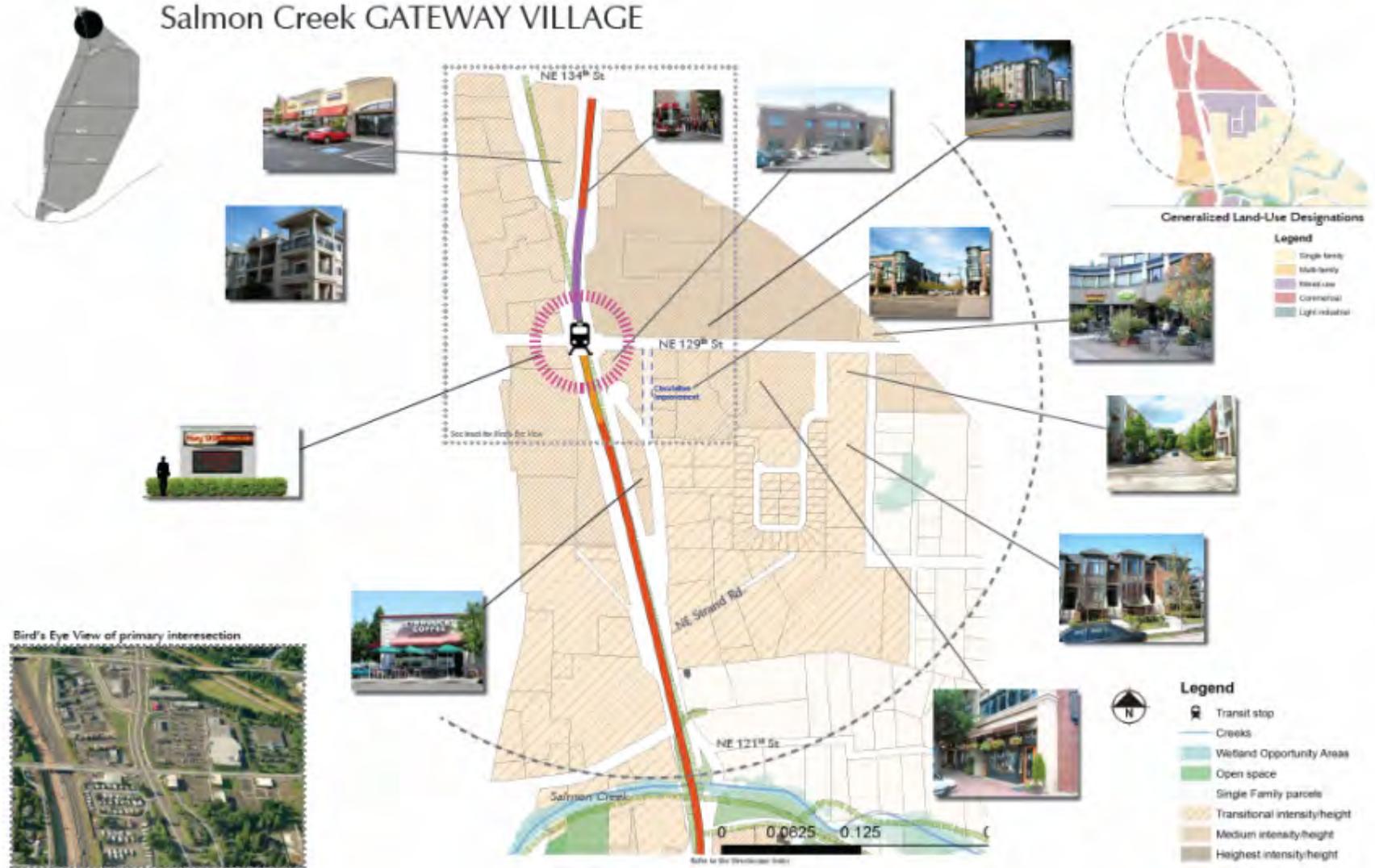
- There are tables with maps for each activity center
- Visit any or all tables – notably for the activity centers that interest you most
- Staff members will be at each table to facilitate and ask questions about the center

# Goal of Break-out Sessions

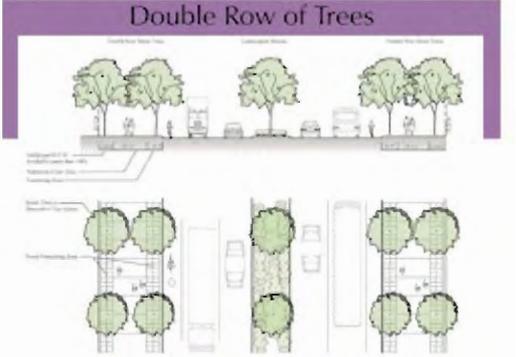
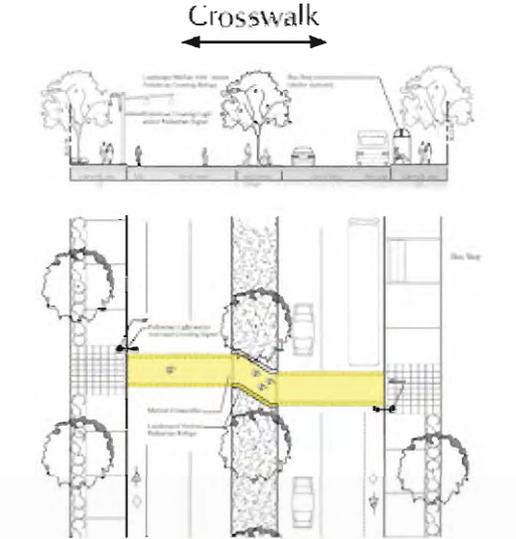
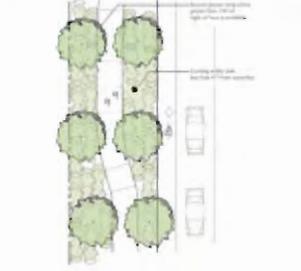
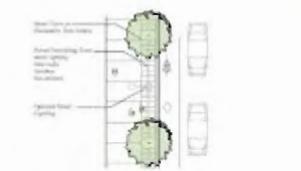
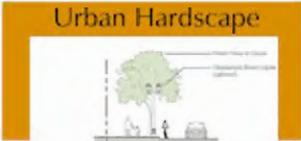
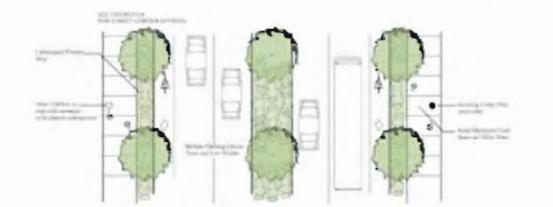
- Explore what features and activities community members would like to see the activity centers/subarea in the next.....

**20+ years**

# About the Maps



# Streetscape Index



# What You'll be Doing

- **Building/Use Types and Street Frontages:**  
Appropriate mix and location within centers
- **New Street/Pedestrian Connections:** Where are they needed? Characteristics?
- **Public Open Space:** Where and what types of spaces and activities?
- **Focal Points/Special Sites** warranting special design uses/treatments

# Use/Building Types

## Range of Use/Development Types

			<i>like it!</i>	<i>hate it!</i>		<i>like it!</i>	<i>hate it!</i>		<i>like it!</i>	<i>hate it!</i>
<b>PR</b>	Pedestrian-oriented Retail									
<b>GR</b>	General Retail									
<b>O</b>	Office									
<b>TH</b>	Townhouses									
<b>APT</b>	Apartment Buildings									
<b>SM-U</b>	Small Mixed-use									
<b>MM-U</b>	Medium Mixed Use									
<b>TALL</b>	Buildings taller than 6 stories									

# Open Space/Special Sites

## Public Open Space Types

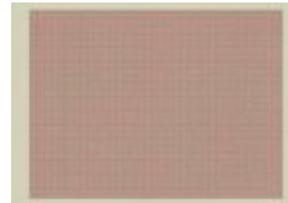
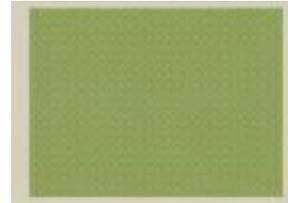
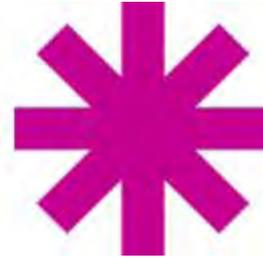
Place a dot next to highest priority space(s) for Center

	dots		dots
			
			
			
			
			

## Street Corner Design Examples



Place a triangle on base maps where special corner treatments are desired



# Street Frontage Types

Street-oriented Frontage



Map-exercise frontage-placement Piece



Landscaped Setback Frontage



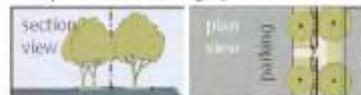
Map-exercise frontage-placement Piece



Landscaped Transitional Frontage



Map-exercise frontage-placement Piece





# Ground Rules

- Participate, don't dominate
- Be respectful of others
- Be creative
- Meet your neighbors, talk to strangers,  
and.... **HAVE FUN!**

# WHAT'S NEXT?

**November 20 – Planning Commission hearing on Subarea Plan**

**December 16 – Board of County Commissioners Hearing on Subarea Plan**

**January ? - Workshop to review draft form-based code**

Visit the website at [www.clark.wa.gov/hwy99](http://www.clark.wa.gov/hwy99) for more information

