Development Design Standards

Revised October 2022

Table of Contents

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Table of Contents

Old Town Business District Design Standards

CITY OF ARLINGTON

Development Design Standards
and
Olympic Avenue Guidelines

Quality Design Standards are an essential element in a municipality's ability to both create and maintain a desirable built environment for its citizenry.

Design standards establish a basis for which all development may originate and ensure that the outcomes are both predictable and functional, while providing for individuality, creativity and artistic expression.

There are three sections to this document, the first section consisting of Chapters 1 through 14 which are the baseline development design standards to be applied throughout the City of Arlington. There are currently two areas of the city which incorporate more stringent design criteria, one being any commercial zone which utilizes the mixed-use development overlay. These areas utilize a separate document known as the Mixed Use Development (MXD) Regulations. Because the MXD areas exist only as an overlay, the underlying zoning is still intact, which could tend to allow commercial development that may not be in alignment with the "Form Based Code" (FBC) principles that are utilized with the adjoining properties. While the standards in this document are not truly FBC they do employ enough of the principles to allow for development to occur within the underlying zoning that would not be out of context with the MXD development.

The second area is collectively known as the "Old Town Business District" (OTBD) and includes districts 1, 2 and 3.

Chapter 15, is the second section of this document, and it provides additional standards which detail massing, building orientation, screening, off-street parking and architectural design for the OTBD.

The third section of this document are the Old Town Design Guidelines, which also relate to the OTBD and provides some history and context of Olympic Avenue and the importance of preserving and maintaining the heart and character of the quintessential small town Main Street. Although this section only consists of "guidelines" it is of great importance that they are

copiously utilized so that the original turn of the century architecture and the beloved look and feel of the Olympic Avenue environment are preserved for future generations to enjoy and appreciate.

These Design Standards and Guidelines are to be implemented in concert with Arlington Municipal Code - Title 20. Chapter 20.46 – Design.

The Old Town Residential Design Standards were adopted under a separate document and all properties with the Old Town Residential zoning designation shall meet the design requirements of this referenced document.

The Mixed-Use Development Regulations are adopted under AMC 20.110 and all proposed developments utilizing the Mixed-Use Overlay or Commercial Corridor zoning designation shall meet the design requirements that chapter.

1.0 Street Character and liveliness

1.1 Inhabited Streets

1.1.1 Intent

To create streets that encourage pedestrian activity. Livelier street edges are healthy places for people to inhabit and make safer streets.

1.1.2 Applicability

This standard applies to all residential, mixed-use, multi-family, commercial, and industrial development within all zones of the city.

1.1.3 Standards

1.1.3(a) The street side of developments under 1.1.2 Applicability shall appear inhabited.

1.1.3(b) New development will accommodate human activity by providing balconies, terraces, and yards for residents use and neighborly interaction.

1.1.3(c) In mixed use buildings, retail elements like large windows, canopies, and integrated signage shall be incorporated into the design to add activity by enhancing the shopping experience.

1.1.3(d) Entrances, porches, balconies, decks, and seating shall be located to promote pedestrians use of the street edge by providing weather protection, security, and safety.

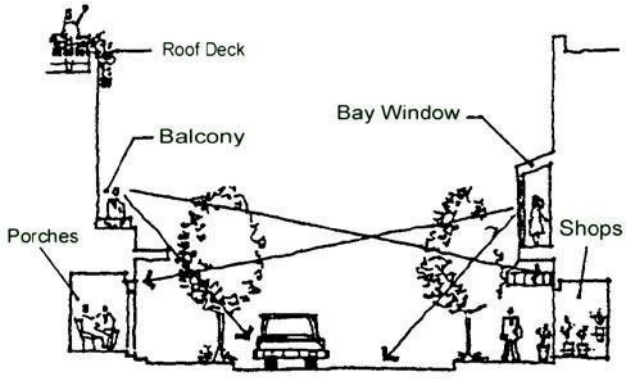


Figure 1: Building elements can enliven the street edge creating safer places to walk and congregate.

2.0 Pedestrian Environment

2.1 Access to Buildings from the Street

2.1.1 Intent

2.1.1 (a) To provide a greater sense of association and identification. Lack of clear building entries deadens the streetscape.

2.1.1 (b) To improve pedestrian success, convenience, and circulation.

2.1.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards)

2.1.3 Standards

2.1.3(a) Provide clearly marked entries from the street. Entries from parking lots shall be subordinate to those related to the street. When possible, parking lots shall be accessed from an alley or side street.

2.1.3(b) Parking garage entries shall be designed to complement, but not to subordinate the pedestrian entry.

2.1.3(c) Parking lots and garages, when possible, will be accessed from alleys or side streets.

2.1.4 Exceptions

Where there is an integrated, comprehensive pathway system, the front entrance may be oriented toward it.

Figure 2: Lack of clear entries on the street can create an unfriendly streetscape.

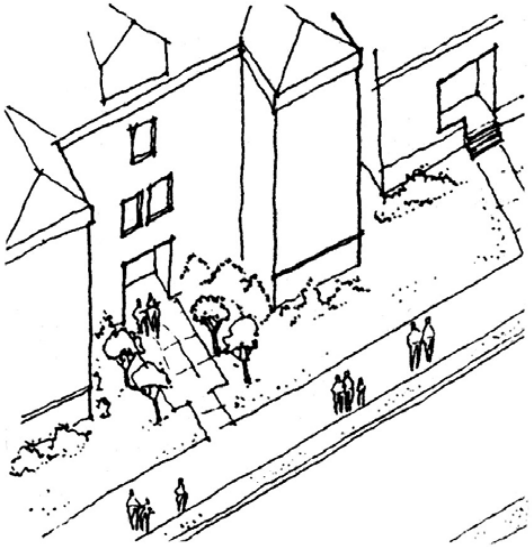


Figure 3: Clear entries to the sidewalk encourage pedestrian circulation.

2.2.1 Intent

To reduce the negative visual impacts of blank walls on the pedestrian environment.

2.2.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

2.2.3 Standards

Blank walls

2.2.3(a) Buildings may not orient large areas of blank walls to the street.

2.2.3(b) Ends of buildings shall be designed and articulated with the windows and other architectural elements.

2.2.3(c) Screen blank walls with landscaping, architectural features, or art. Examples of such treatment include, but are not limited to:

2.2.3(c)1 Installing trellises for vines, green walls, and other plant material in conjunction with a planting strip. 2.2.3(c)2 Provide landscaped planting beds.

2.2.3(c)3 Incorporating artwork (a mural, sculpture, relief, etc.) on the wall surface.

2.2.3(c)4 Incorporating decorative tile, or masonry of varying materials or patterns.

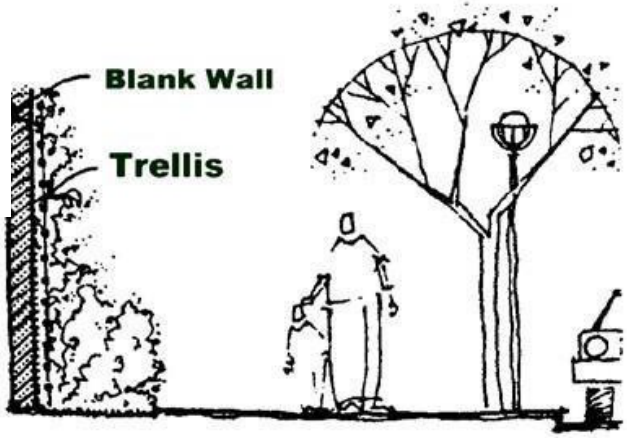


Figure 4: Blank walls may be screened with trellises and climbing plants.

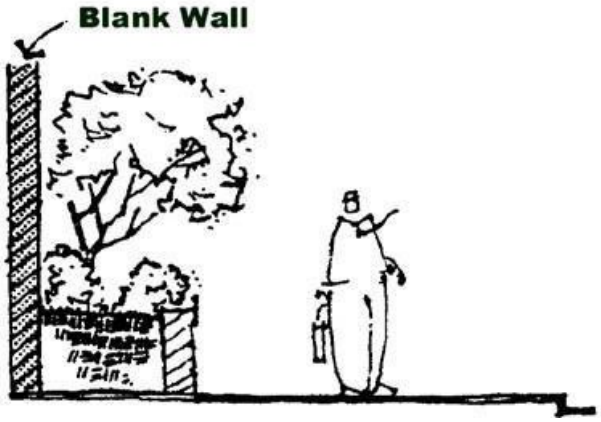


Figure 5: A planting bed and generous landscaping may be used to screen a blank wall.

2.2.3 Standards

Retaining Walls

2.2.3(d) Retaining walls may be of materials that reduce their scale, such as brick, rock or stone, or treated sculpturally to appear less monolithic. Hanging or climbing vegetation can soften the appearance of retaining walls.

2.2.3(e) High retaining walls may be sloped or terraced down to provide landscaping setbacks, especially if they are close to the sidewalk.

2.2.3 (f) Retaining walls that are visible from the public right-of-way shall be designed with a textured face.

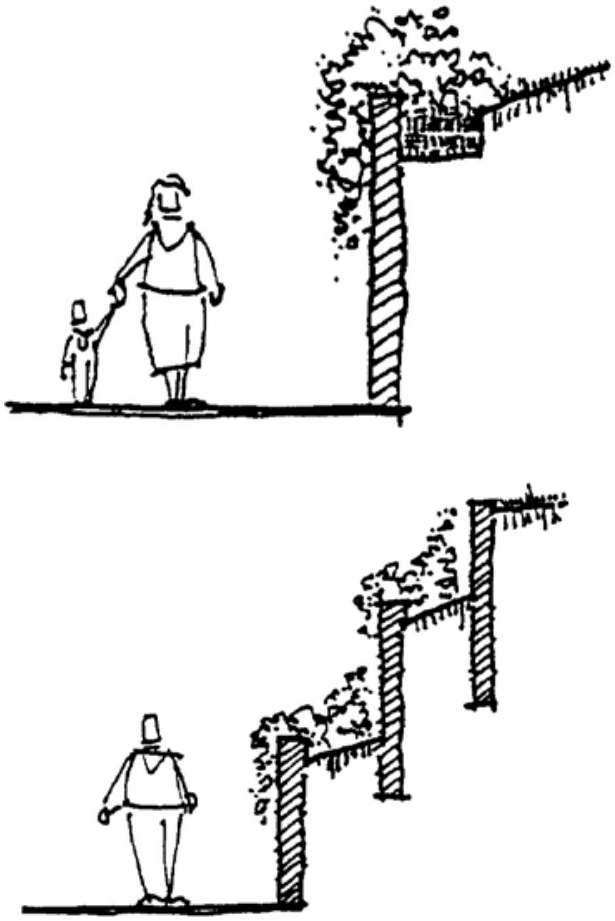


Figure 6: Use landscaping to screen retaining walls near pedestrian ways.

2.3.1 Intent

To provide appropriate and sufficient screening of elements which detract from the streetscape. These elements include trash rooms, dumpsters, utility connections, and mechanical equipment.

2.3.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

2.3.3 Standards

2.3.3.1 Use generous and appropriate plant material in well maintained planting beds to create a visual buffer to service elements. Vegetation shall be of hardy native varieties and must be at least 50% non-deciduous to provide screening throughout the year. Incorporate planting beds and low planter walls as part of the architecture. Provide a framework of plants to grow on like an arbor or trellis.

2.3.3.2 Provide a durable and attractive structure to screen dumpsters and trash areas that are constructed of wood, metal, or concrete blocks (chain link or even slatted chain link is not allowed). Trash areas may not open directly onto the sidewalk. Dumpsters must never be located in the pedestrian right-of-way.

2.3.3.3 Utility meters, electrical conduit, and other service lines may not be mounted on the façade facing the street and should not be visible from the street.

2.3.3.4 Gutter downspouts on the front façade shall be visibly integrated into the design of the building.

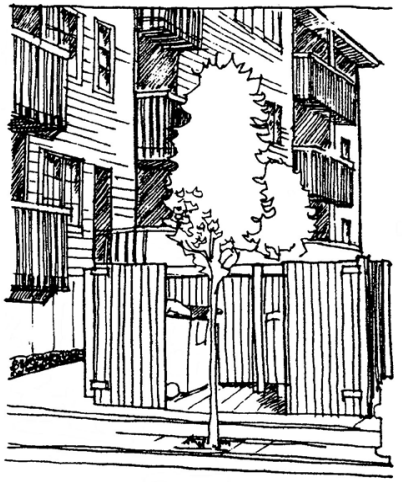


Figure 7: Trash area shall be screened from the street and pedestrian way by enclosures, with self-closing doors and landscaping.

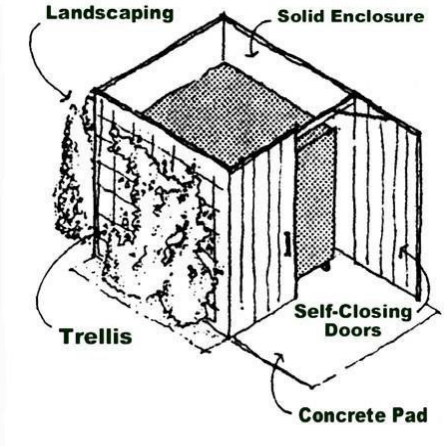


Figure 8: A well-designed screen for a dumpster

2.4.1 Intent

2.4.1.1 To improve the streetscape and help to define the street.

2.4.1.2 To reduce the negative visual impact of asphalt lots and parked vehicles

2.4.1.3 These standards can be used to upgrade existing parking lots, especially when redevelopment of the property has occurred.

2.4.2 Applicability

This standard applies to all parking lots adjacent to or in close proximity to public sidewalks.

2.4.3 Standards

2.4.3.1 All parking lots and storage, loading, or maintenance areas within visual proximity of the public sidewalk shall be screened from the sidewalk by one of these two methods:

2.4.3.1(a) Provide a screen wall at least 2-1/2 feet high, of durable and attractive materials. Incorporate a continuous trellis of grillwork with climbing plants.

2.4.3.1(b) Provide an opaque landscaped perimeter bed or hedge at least 2-1/2 feet high, as shown.

2.4.3.2 Fences around parking areas shall be decorative iron, masonry, rock, wood, or similar permanent material and not be more than 70% solid. In the General Industrial and Light Industrial zones only, chain link fencing may be use for security of the site and shall be black vinyl (galvanized finish and slats are not permissible).

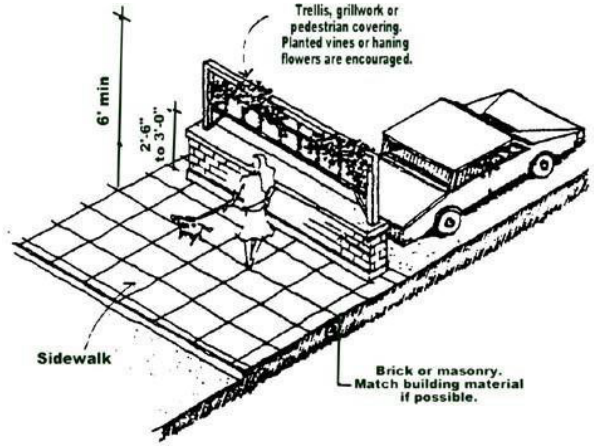


Figure 9: Low wall with trellis above hanging plant is ideal as a screening element for parking lots.

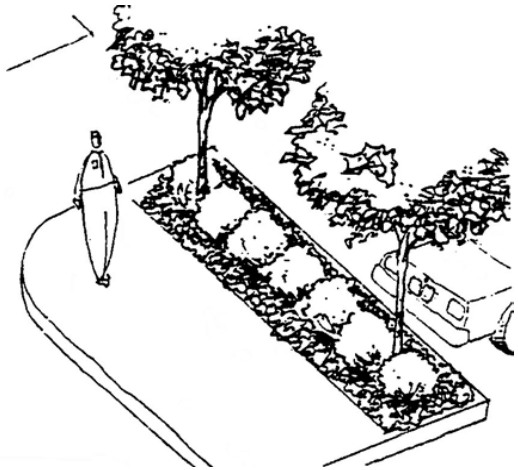


Figure 10: This drawing illustrates a typical standard of perimeter landscaping. Other plant material combinations and dimensions may be appropriate.

2.5.1 Intent

2.5.1(a) To reduce the visual impact of all above-ground parking structures adjacent to the sidewalk, improving the pedestrian environment.

2.5.1(b) These standards can also be used to upgrade existing conditions, especially when redevelopment of property has occurred.

2.5.2 Applicability

This standard applies to all parking garages.

2.5.3 Standards

2.5.3.1 The parking garage portion of all buildings shall be architecturally compatible with the habitable portion, using appropriate materials, forms and proportions.

2.5.3.2 Parking garages fronting streets shall be screened with generous landscaping, berming, or grillwork. Employ one or more of these suggested methods to screen unsightly parking garages. Well designed structures include architectural treatments like modulation, vertical elements, and the appropriate use of materials.

2.5.3.2(a) Set the parking structure back from the sidewalk at least ten (10) feet and install dense landscaping

2.5.3.2(b) Incorporate pedestrian and residential oriented uses at street level, providing enclosed occupiable spaces for businesses along the street front. Commercial uses along the street edge, especially on corners can create a much more

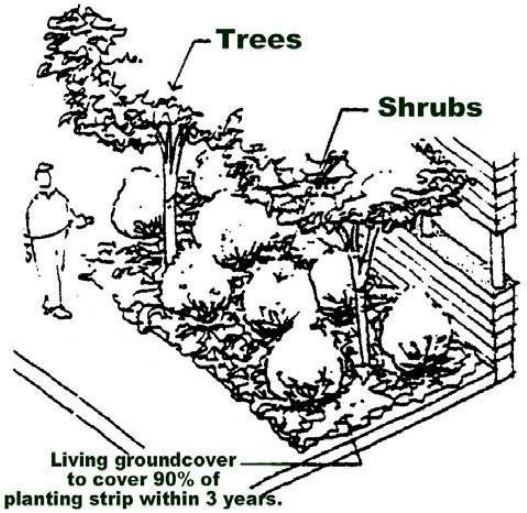


Figure 11: Parking garage screening bed.

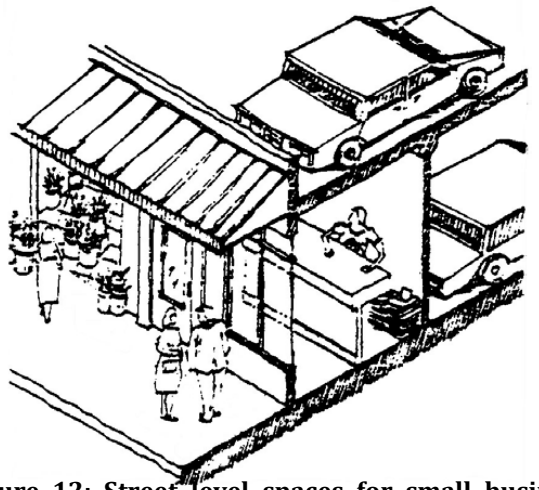


Figure 12: Street level spaces for small businesses, creating a more active and pedestrian-friendly street edge.

active street. Sometimes a depth of only ten (10) feet along the front is enough to provide spaces for newsstands, ticket booths, laundries, flower shops and other uses needed by residents or shoppers.

2.5.3.2(c) Provide artistically designed metal grills incorporated into the building design to provide screening while maintaining sight lines for increased pedestrian safety while exiting a garage.

2.6.1 Intent

2.6.1(a) To locate and detail the entries of parking garages so they do not dominate the streetscape.

2.6.1(b) To reduce the impact of driveways and provide for better pedestrian safety.

2.6.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

2.6.3 Standards

2.6.3.1 Locate entries to take advantage of topography. The garage entrances shall be located so that they do not conflict with the overall form of the building or place a pedestrian entry in a subordinate role.

2.6.3.2 Reduce the width of the curb cut and consolidate driveways. In most cases, a single lane is sufficient to serve several apartments or commercial spaces.

2.6.3.3 Alleys that provide auto access from the rear are encouraged. Buildings on lots that have access from an alley shall provide parking access off the alley.

2.6.3.4 Vehicular entries shall be clearly defined to caution pedestrians.

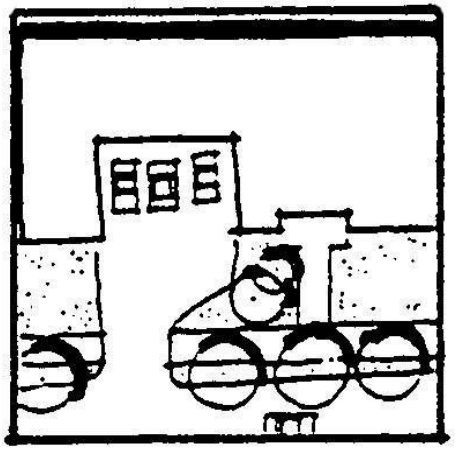


Figure 13: Plan view of the building in Figure 14.

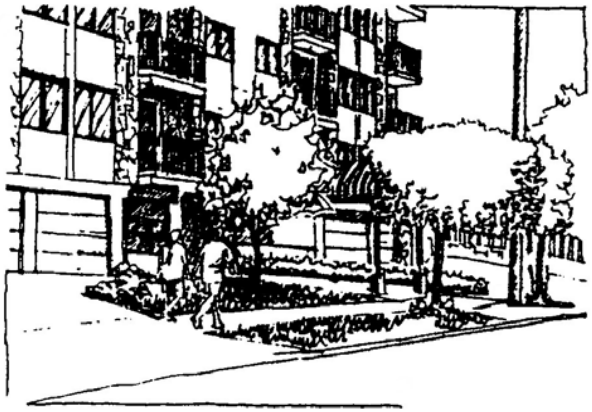


Figure 14: Driveways consolidated to reduce impact on the pedestrian.

2.7.1 Intent

2.7.1(a) To identify and highlight key site elements, such as vehicular and pedestrian intersections, pedestrian paths and sidewalks and entrances, enhancing safety and security.

2.7.1(b) To provide a desirable and safe pedestrian environment by decreasing the glare associated with tall, high intensity street light fixtures.

2.7.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

2.7.3 Standards

2.7.3.1 Provide indirect light to the sidewalk below lighting elements in the street environment like trees, walkways, canopies and entryways.

2.7.3.2 Provide pedestrian scale lighting with 10'-12' pole heights throughout residential and shopping streets and parking areas. Lighting bollards 3'-4' in height can illuminate paths and walkways.

2.7.3.3 Shield the source of the light to reduce glare to public thoroughfares and adjacent properties.

2.7.3.4 Large pole mounted lighting may be inappropriate around residences if not properly sited and directed to eliminate glare.

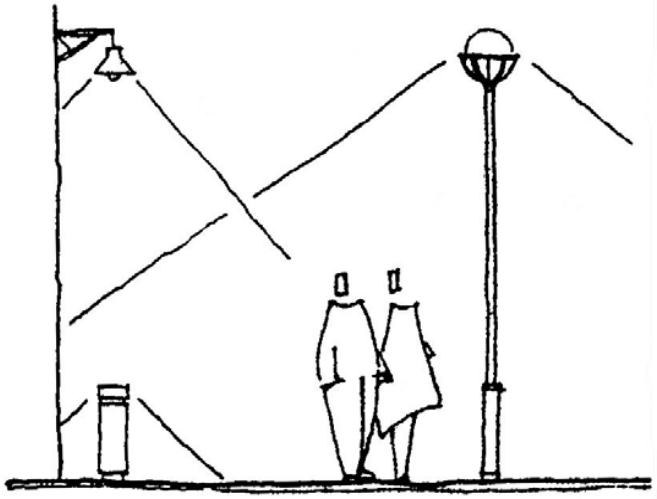


Figure 15: Globe lighting is usually less efficient than high level floodlights, but it produces a softer light, with much less glare. Bollards light the ground and walls without exposing the light source.

2.7.3.5 Exterior lighting shall be an integral part of the architectural and landscape design of any project. Fixture style and design should be compatible with the building design, while providing appropriate and safe levels of lighting. Use lighting to accent architectural features of a building.

	Minimum lighting levels in foot candles
Building Entries	4
Sidewalks	1-3
Pedestrian Paths	1
Parking Lots	0.5

Figure 16: Light Chart

3.1.1 Intent

3.1.1(a) To reinforce the landscape character of a street or neighborhood.

3.1.1(b) To enhance existing neighborhoods.

3.1.2. Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

3.1.3 Standards

3.1.3.1 Infill development on existing streets shall enhance and preserve the distinctive, positive qualities of the streetscape.

3.1.3.2 There are several ways to enforce the landscape design character of the local neighborhood, any of which may be appropriate (see adjacent notes).

Reinforcing the Existing Landscape Character

Street trees—If a street has a uniform pattern of street trees, plant new street trees that match (preferable) or complement the species in color, ultimate size and other physical characteristics.

Similar plant materials—The lots on many streets feature plant materials typical of a particular historic period or neighborhood. Emphasis on these species will help a new project fit into the local context.

Similar landscape designs—Some streets feature lawns and symmetric, formal, clipped plantings while other streets feature more naturalistic, asymmetric plantings.

Similar construction materials, textures, colors, or elements—Extending a low brick wall, using paving similar to a neighbors' or employing similar stairway construction are ways to achieve greater design continuity.

Similar landscape fixtures and levels—Using consistent pedestrian scale light fixtures help create continuity of scale and light level.

3.2.1 Intent

3.2.1(a) To reduce the apparent size of parking lots

3.2.1(b) To reduce the summertime heat and glare build-up adjacent to parking lots.

3.2.1(c) To improve the views of parking areas for pedestrian, occupants and passersby

3.2.2 Applicability

This standard applies to all parking lots.

3.2.3 Standards

3.2.3.1 As well as providing a landscaped or screened perimeter, integrate deciduous trees and planting beds into the parking areas.

3.2.3.2 Landscaping should be drought resistant. Drip Irrigation is encouraged for all planting beds. Indigenous varieties of plant species are recommended.

3.2.3.3 Where vehicles can extend over a landscaping bed, these landscaping beds may be increased two (2) feet in depth by decreasing the parking stall by two (2) feet. Where autos will overhang into both sides of an interior landscaped strip or well. The minimum inside curb-to-curb interior planter dimension shall be seven (7) feet.

3.2.3.4 Landscape planting beds shall have the following:

3.2.3.4 (1) 1 tree for every 7 parking stalls.

3.2.3.4 (2) 1 shrub for every 20 square feet of landscape area.

3.2.3.4 (3) Ground cover is required between all shrubs and trees.

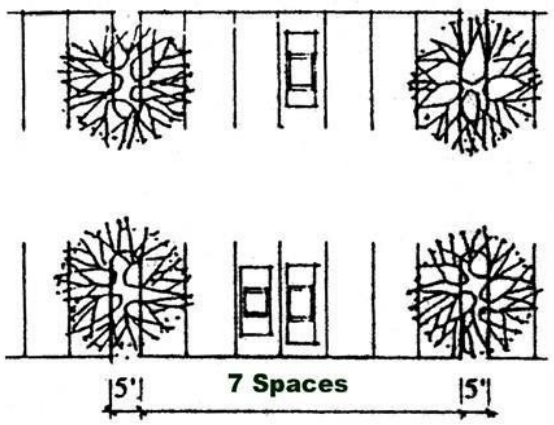


Figure 17: The spacing of trees in parking lots

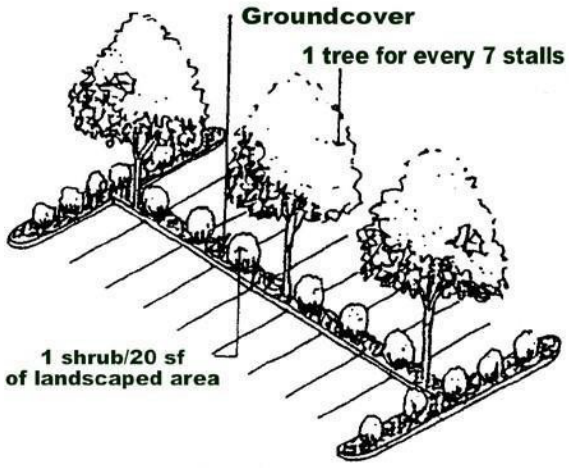


Figure 18: Planting trees in larger parking lots.

3.2.3.5 In certain conditions, planting beds can be square and located on a 45-degree angle to perpendicular parking. Landscaping should be drought resistant.
3.2.3.6 Tree locations shall be coordinated with the parking area luminaires and utility locations to ensure minimum light levels are maintained after tree maturation.

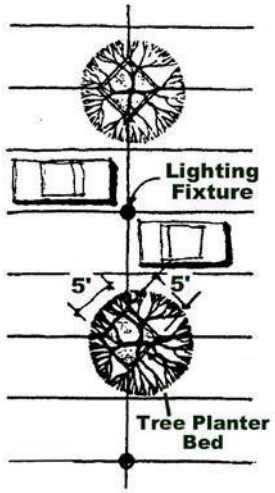


Figure 19: In mixed use and larger parking lots, tree planters can be 5' by 5' and alternated with smaller scale lighting and fixtures.

4.0 Transition Between Occupied Spaces & Street

4.1 Buffering Private Spaces

4.1.1 Intent

To create a transition between the occupiable areas of buildings and the street, which provides for security and privacy for the occupants.

4.1.2 Applicability

This standard applies to all projects with residential or commercial spaces adjacent to the street front.

4.1.3 Standards

4.1.3.1 Provide appropriate screening and buffering to create a physical separation between pedestrians on the sidewalk and the windows of occupiable units.

4.1.3.2 Raise ground level windows and/or provide general landscaping as a transition, where building setbacks are minimal, and the privacy of the occupants is compromised.

4.1.3.3 Partially enclosed outdoor occupiable areas, like Porches, provide a transition to occupants and a zone that Encourages social interaction between neighbors.

4.2.3.4 When appropriate, define courtyards and yard with landscaping and low fences. Fences that face the street should be more than 70% solid.

4.2.3.5 Chain link fences, having a negative character, are not an appropriate edge along sidewalks and shall not be used, except if in the General Industrial or Light Industrial zones and use only for security, the fencing for this purpose shall be black vinyl (galvanized finish and slats are not permissible).

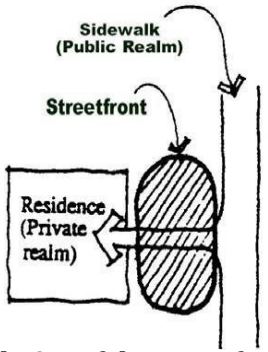


Figure 20: The design of the street front determines the amount of occupants' privacy and security.

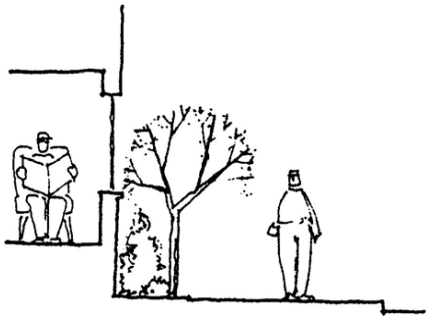


Figure 21: Where a setback from the sidewalk is small, raising the floor level up more than 4' above the sidewalks and/or providing a planting bed can provide s sufficient transition.

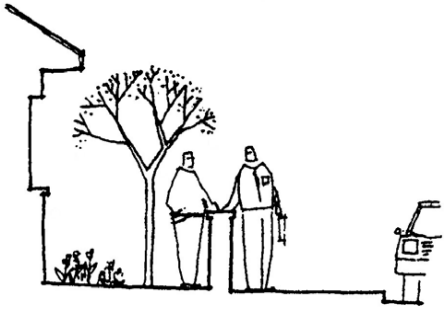


Figure 22: Low walls, fences and iron gates can enclose private open space while still allowing social interaction

5.0 Neighborhood Character

5.1 Creating Streetscape Compatibility

5.1.1 Intent

5.1.1(a) To enhance the positive character of the street.

5.1.1(b) To define the street as a coherent space or 'room'.

5.1.1(c) To fit into a neighborhood more compatibly.

5.1.1(d) To provide pleasant and safe pedestrian circulation, providing clear access to building occupants.

5.1.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

5.1.3 Standards

5.1.3.1 Site buildings on a property to acknowledge and reinforce the existing characteristics of the street. In established neighborhoods set the building back from the street approximately the same distance as neighboring buildings.

5.1.4 Exception

5.1.4.1 Varying street setbacks to preserve existing trees or other natural features, protect views, or support other urban design goals may be appropriate.

5.1.4.2 Sidewalks shall be continuous to enhance pedestrian movement.

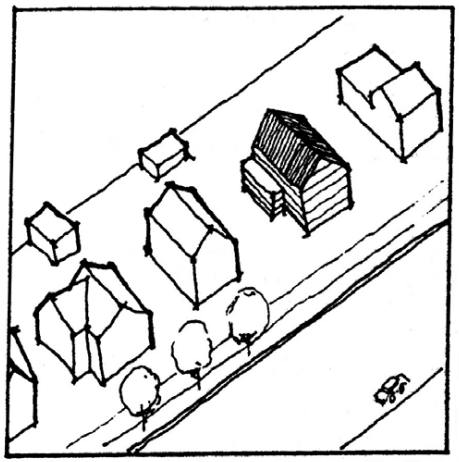


Figure 23: Consistent setbacks enhance the street front and respect neighbors.

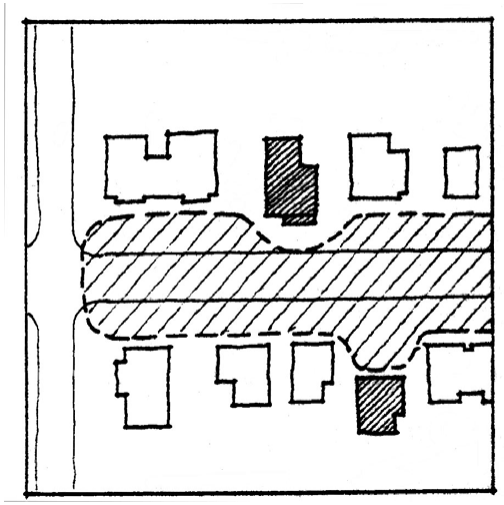


Figure 24: Buildings that do not retain the street front setback can negatively affect the sense of the street as a space or "room."

5.2.1 Intent

5.2.1(a) To enhance the character of the street by requiring buildings to front the street.

5.2.1(b) To enhance pedestrian access and walking.

5.2.1(c) Encourage interaction among neighbors.

5.2.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

5.2.3 Standards

5.2.3.1 All buildings shall provide a front face to the street. Building facades shall relate to the street.

5.2.3.2 Buildings shall not be sited in ways that make their entrances or intended use unclear to approaching visitors.

5.2.3.3 Accessory building and detached structures or garages shall be subordinate to the primary structure. All accessory structures shall be placed to the side or rear of the primary structure and lot. The accessory structure shall be a minimum of 8 feet behind the face of the primary structure (see AMC Chapter 20.48 for examples).

5.2.3.4 Provide clear pedestrian entries from the street and

5.2.3.5 Compose architectural elements to add interest to the building façade.

5.2.3.6 Provide a transition between the public realm of the street and the private realm of the occupants. A transition could be a well-landscaped front yard, a low fence or wall, a recessed entry, a courtyard or other device that provides privacy but visibility from the street.

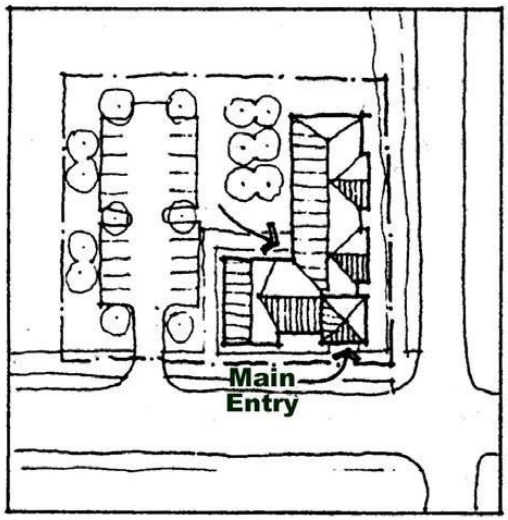


Figure 25: All buildings should be sited and have building elements, like entries, that relate to the street. Entries to buildings should not just be from parking lots.

5.3.1 Intent

5.3.1(a) To integrate development successfully within mixed use commercial areas, providing occupants with shopping and employment within walking distance.

5.2.1(b) To create a pedestrian friendly environment for occupants.

5.3.1(c) To encourage the use of transit alternatives.

5.3.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

5.3.3 Standards

5.3.3.1 Within the context of higher density, mixed residential and commercial zones, buildings shall be sited to orient to the street and respect adjacent residential projects.

5.3.3.2 Residential uses are compatible with other uses if sited properly to take into account views of parking and negative building services like trash areas, and pedestrian circulation. Certain late-night uses may not be as compatible and shall be sited accordingly.

5.3.3.3 In Emerging Centers where different land uses are within closer proximity to each other, suburban housing types or models are not applicable. Site planning strategies to create more compatible residential buildings shall emphasize grouping buildings to orient to courtyards and gardens, careful to avoid service areas and parking lots.

5.3.3.4 Commercial uses should be located next to the sidewalk and residential uses should be located above or behind the commercial building or use.

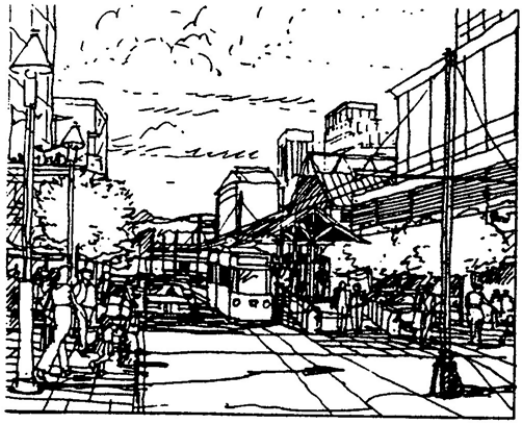


Figure 26: Commercial center that successfully integrates diverse land uses and transit alternatives

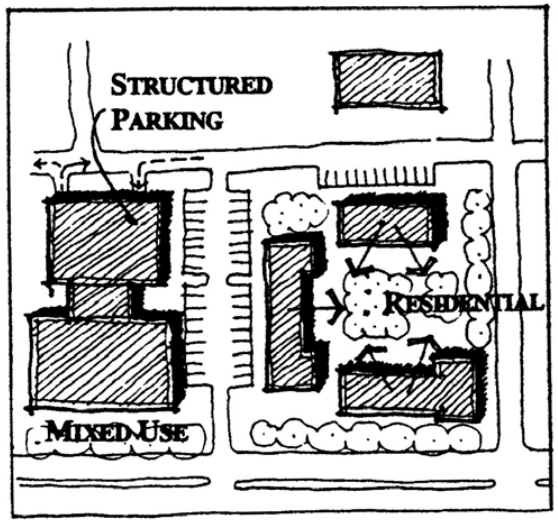


Figure 27: Careful siting should focus views towards private courtyards or gardens, and limit parking lots.

5.3.3.5 Proximity to services and transit should lead to reduced requirements for parking. Structured parking shall be encouraged to reduce the impact of cars and parking lots.

5.3.3.6Provide pedestrian circulation routes through all multi-family residential complexes linking buildingentries and parking areas to adjacent uses or services. Interconnect complexes with clear and well-lit paved paths. Provide steps and ramps to cross retaining walls, and gates to breech fences if they impede pedestrian movement to shopping and other common activities and especially to transit.

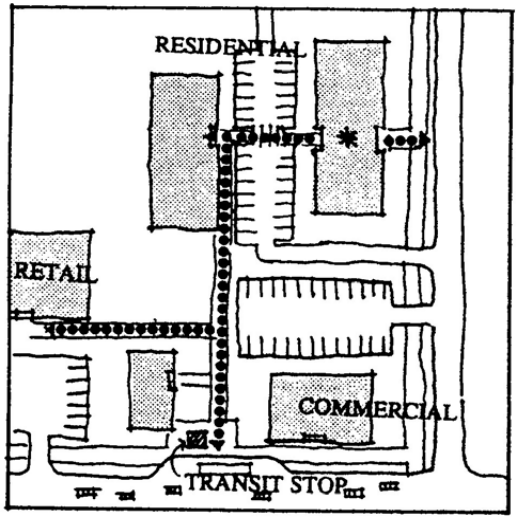


Figure 28: Provide clear pedestrian circulation routes connecting residences with adjoining compatible uses.

6.0 Adjacent Properties

6.1 Retaining Privacy and Solar Access

6.1.1 Intent

6.1.1(a) To reduce the impact on the privacy, comfort and Utilization of neighboring yards and homes.

6.1.1(b) To restrict new development from depriving adjacent homes of direct sunlight.

6.1.2 Applicability

This standard applies to all new non-single-family development adjacent to residential uses.

6.1.3 Standards

6.1.3.1 New buildings that project beyond the homes on adjacent lots shall be carefully designed to reduce their impacts. Buildings can address this issue in several recommended ways:

6.1.3.1(a) Limit the length and height of the projection into the rear yard area to reduce impact on neighbors' yards.

6.1.3.1(b) Step back the upper floors or increase the side setback so that sunlight is not totally blocked from reaching adjacent yards.

6.1.3.1(c) Windows, decks, and balconies overlooking neighboring yards shall be minimized and/or screened to enhance privacy.

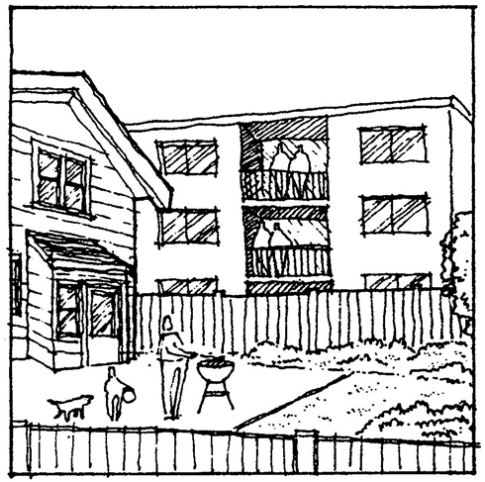


Figure 29: New multi-family development reducing the privacy of adjacent residences.

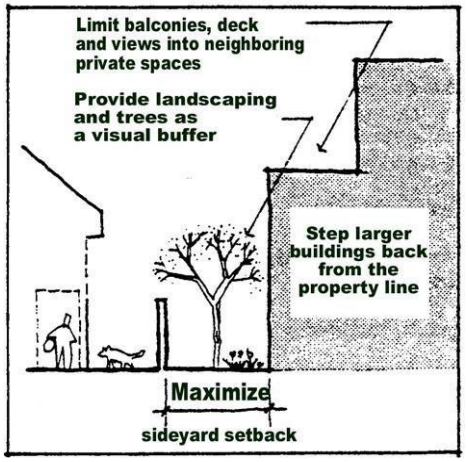


Figure 30: Methods used to reduce the impact on adjacent private yards.

6.2.1 Intent

6.2.1(a) To reduce the impact of parking lots and service Areas on adjacent homes.

6.2.1(b) To retain the privacy of adjacent properties

6.2.2 Applicability

This standard applies to all non-single family development adjacent to residential uses.

6.2.3 Standards

6.2.3(a) Parking, except on the street edge, shall not be located between the residences and the street. Surface parking which cannot be located to the rear of the development may be located toward the side if screened from adjacent residences. Provide a screening wall to buffer the visual and audible impacts of automobiles. The height of the screen shall be sufficient to prevent direct views from the parking lot into the first floor of the residential units on adjacent lots and block headlights.

6.2.3(b) Provide screening walls of solid and attractive materials, such as masonry, ironwork, rock or wood (but not chain link), or landscaping.

6.2.3(c) Provide trees, trellises or other coverings that reduce the views of parking lots from neighboring homes.

6.2.3(d) Locate and aim parking lots and other site lighting so that it does not cause glare and intrusive light patterns into neighboring residential properties. Lighting shall be of a pedestrian scale with pole heights and lighting fixtures that reduce glare.

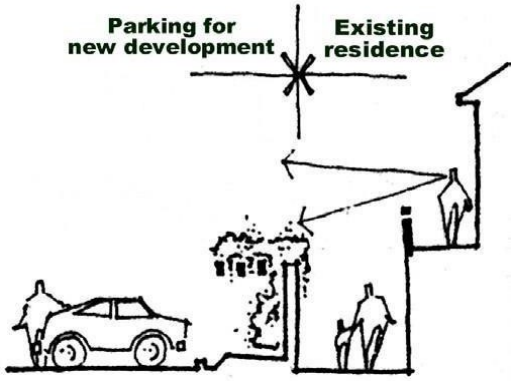


Figure 31: Trees and trellises reduce the views of parking lots from adjacent homes.

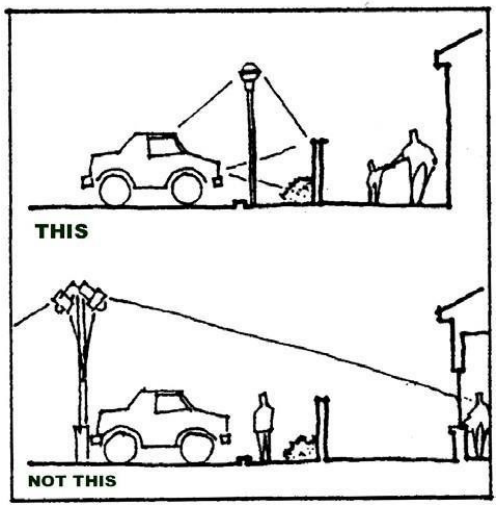


Figure 32: Parking lot lighting should be sited to not provide unnecessary glare on neighboring properties.

7.0 Siting

7.1 Creating Usable Open Space

7.1.1 Intent

To provide occupants with inviting and well defined outdoor spaces.

7.1.2 Applicability

This standard applies to all development with a multi-family residential component.

7.1.3 Standards

7.1.3.1 Organize and site buildings to create usable open space by creating one or more of the following:

7.1.3.1(a) Well landscaped courtyards to be usable by the occupants and visible from the units to enhance security.

7.1.3.1(b) Individual outdoor spaces for all ground floor units.

7.1.3.1(c) Rooftop decks, balconies, and well-defined patios.

7.1.3.1(d) Play areas for children, located away from the street edge and parking lots.

7.1.3.1(e) Group or individual gardens/small plots for residents' use.

7.1.3.1(f) Other similar outdoor open spaces.

7.1.3.2 Open space must be large enough to accommodate human activity and seating. Balconies must be at least 6' deep.

7.1.3.3 Orient outdoor spaces to receive sunlight. When possible, orient spaces to face east, west, or preferably south.

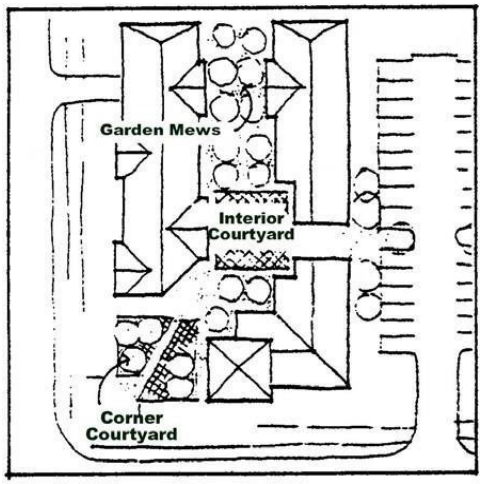


Figure 33: The careful siting of buildings and appropriate landscape design can create several kinds of usable outdoor spaces.

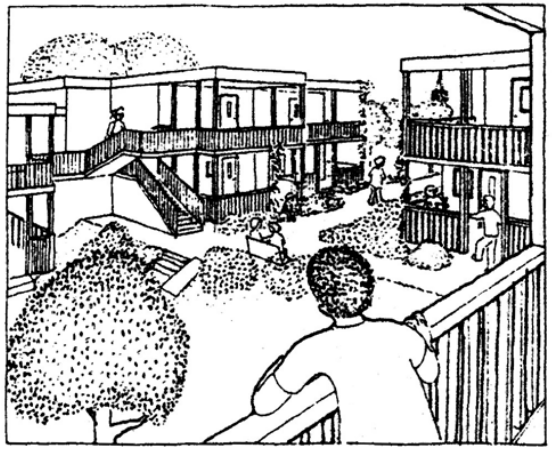


Figure 34: Outdoor areas from residences like yards, terraces and balconies that overlook common outdoor space make the space more enjoyable.

7.1.3.4 Provide paths, site furniture, lighting, and elements that will make outdoor spaces more enjoyable and better used.

7.1.3.5 Multi-family residential building complexes shall acknowledge and provide recreation activity space for toddlers and other children.

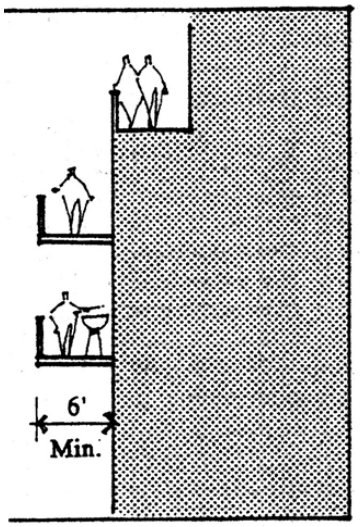


Figure 36: Typically, balconies and rooftop decks should be 6' deep to be truly usable.

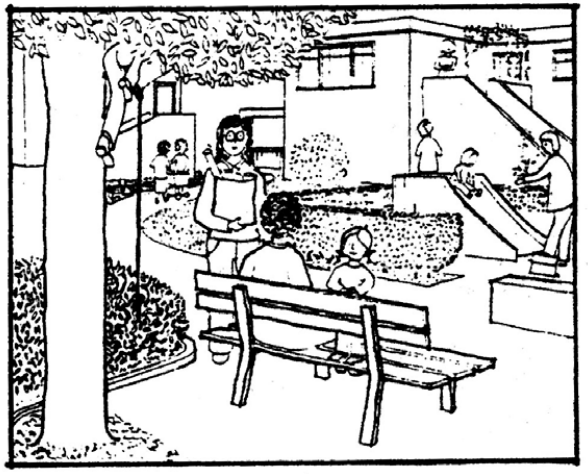


Figure 35: When neighbors frequently pass through a space where they see each other and can stop for a conversation.

7.2.1 Intent

7.2.1(a) To reduce impact of the automobile while retaining accessibility and safety.

7.2.1(b) To allow buildings to reinforce the street and not face directly into large parking areas.

7.2.1(c) To enhance pedestrian access, circulation and safety by reducing curb cuts and driveways across sidewalks.

7.2.2 Applicability

This standard applies to all development with new parking lots or parking stalls.

7.2.3 Standards

7.2.3.1 Locate off-street parking lots and stalls for more than one car to the sides and rear of buildings. Parking lots and stalls shall not be located in front yards.

7.2.3.2 For a lot facing two streets (corner lot) do not locate parking at the corner facing the intersection.

7.2.3.3 Do not allow driveways and garages to dominate the street front.

7.2.3.4 Access to parking off of alleys is required when available, to reduce curb cuts across sidewalks

7.2.3.5 Provide on-street parallel parking when appropriate.

7.2.3.6 Provide clear, well-lit paths from parking areas to the street and building entrance.

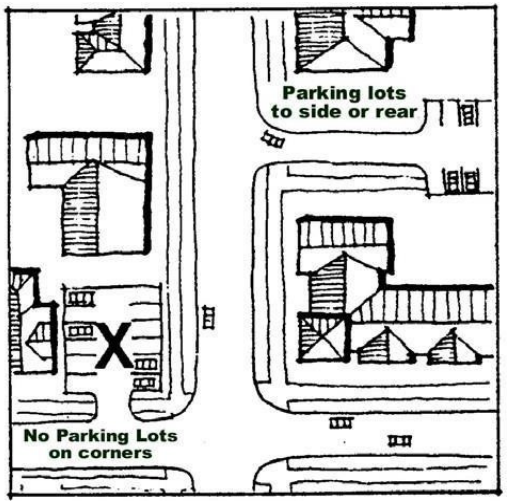


Figure 37: Parking lots shall not be sited on corners adjacent to intersections. Prominent building features should occupy the corner.

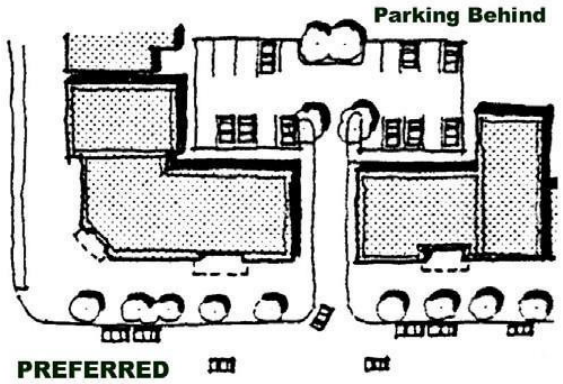


Figure 38: Siting parking lots behind buildings is preferred.

Parking lots to the front of buildings, especially when carports and garages for cars are included, restrict pedestrian circulation, lower values, and create large expanses of asphalt.

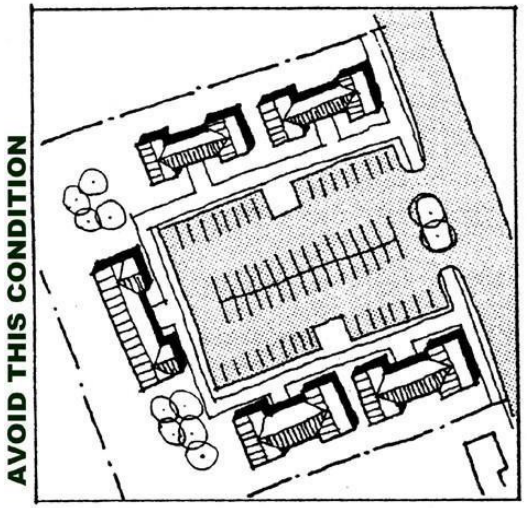


Figure 39: These residential units front only on a parking lot.

Providing a small park or open space off of the road and allocating smaller parking lots behind multi-family residential buildings increases the value of development and creates a more visually pleasing environment. Using permeable materials in pedestrian-oriented areas should occur where feasible.

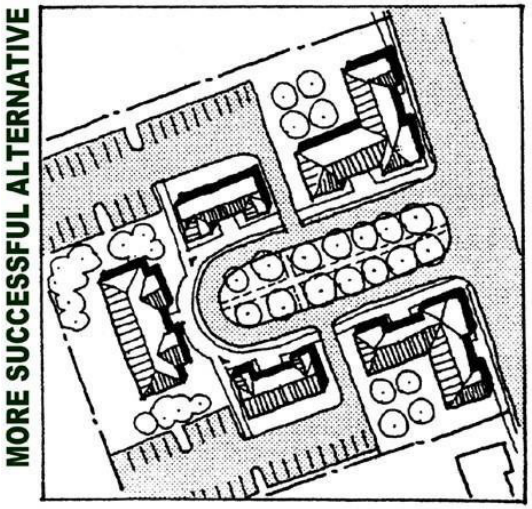


Figure 40: Preferred site planning that creates usable open space, adding value and identity to the complex, by siting parking behind the buildings.

7.3.1 Intent

To encourage more thoughtful siting of trash and other service areas, balancing the need for service access with the desire to screen its negative aspects.

7.3.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

7.3.3 Standards

7.3.3.1 Locate service areas to not have a negative visual or physical impact on the street environment.

7.3.3.2 Site and/or screen mechanical equipment so as not to be seen from the sidewalk.

7.3.3.3 When possible, locate services for trash, recycling and loading in an enclosed service room off an alley, side drive or within a parking garage.

7.3.3.4 When service elements must be visible from the street, follow Standard 2.3.3.2 Screening Dumpsters and Trash Areas.

7.3.3.5 Pedestrian access shall not be blocked by service elements.

7.3.3.6 Service elements like mailboxes, utility meters, trash facilities and lighting shall be incorporated into the overall design of the project.

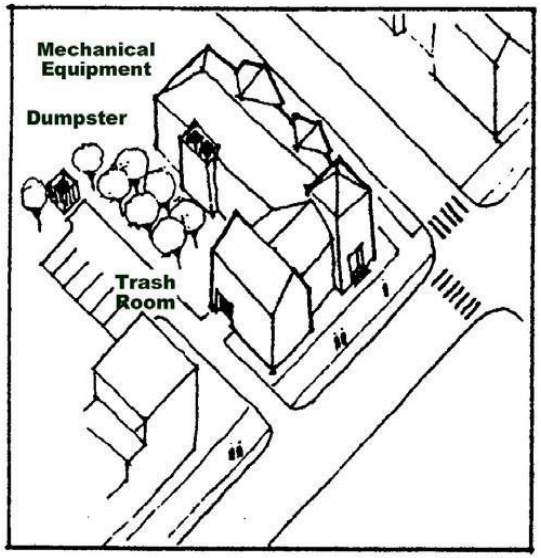


Figure 41: The proper location of service elements is important to reduce their impacts.

8.0 Transit Facilitation

8.1 Integrating Transit into Site Planning

8.1.1 Intent

8.1.1(a) To encourage transit use by making transit more convenient.

8.1.1(b) To integrate transit and bus shelters compatibly into the neighborhood.

8.1.1(c) To shelter transit users from wind and rain.

8.1.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

8.1.3 Standards

8.1.3.1 In projects of greater than twenty (20) leasable units, project applicants shall identify (to the reviewers) transit alternatives and existing transit stops within close proximity to the occupants of the project.

8.1.3.2 If accessibility to transit by the occupants can be enhanced, place new transit stops in coordination with the transit provider.

8.1.3.3 Incorporate, when possible, a shelter as an integral part of the building design.

8.1.3.4 Place any large parking areas at the side or rear of the site.

8.1.3.5 Connect building entrances, transit facilities, and parking areas by paved sidewalks.

8.1.3.6 Design a site free of pedestrian barriers (good design intentions like walls, swales, and landscaping can obstruct pedestrian travel.

8.1.3.7 Provide pedestrian facilities like benches with back rests, trash containers, clear signage, pedestrian

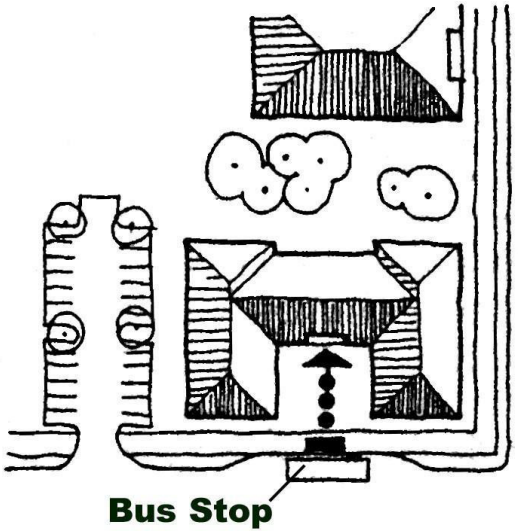


Figure 42: Building entrance oriented to street and transit stop.

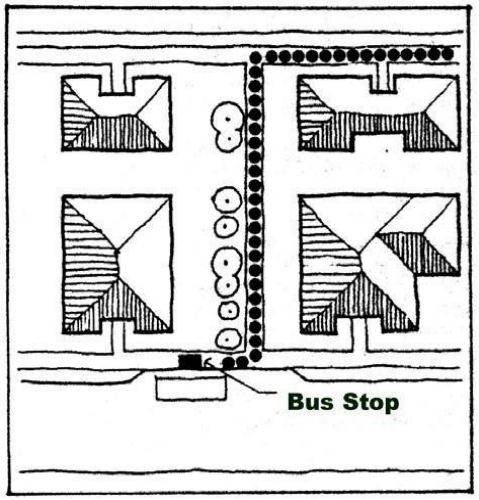


Figure 43: Pedestrian access to transit provided across the block.

lighting and well-maintained landscaping adjacent to transit stops.

8.1.3.8 Orient building entrances toward transit facilities, and clearly mark routes to those facilities.

8.2.1 Intent

To eliminate the physical barriers which impede pedestrian circulation between multi-family residential complexes and other destinations like transit and shopping.

8.2.2 Applicability

This guideline applies to all multi-family residential development.

8.2.3 Standards

8.2.3.1 Multi-family complexes shall not be isolated enclaves separated from each other and commercial development by fences, walls, and parking lots.

8.2.3.2 Provide well-lit and landscaped pedestrian paths from residences to other residential complexes, the street edge, and adjacent commercial properties.

8.2.3.3 All multi-family residential buildings shall front streets not parking lots. Entrances shall be clearly visible from the street edge sidewalk, not oriented toward parking lots.

8.2.3.4 Reduce the size of parking lots by providing clear pedestrian routes through larger lots. Mark pedestrian routes with changes in paving and landscaping.

5.2.3.5 Combine driveways to reduce the danger and inconvenience to pedestrians.

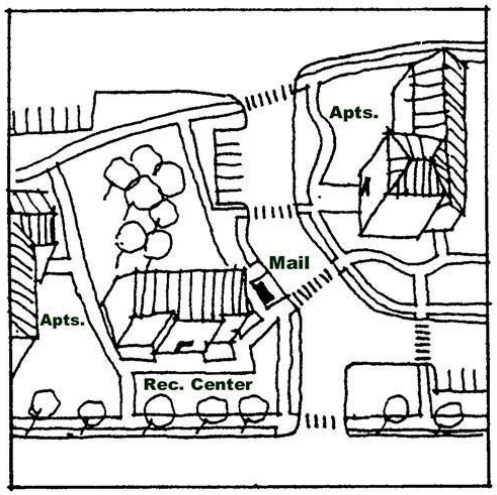


Figure 44: Connect buildings in multi-family complexes with clear pedestrian paths.

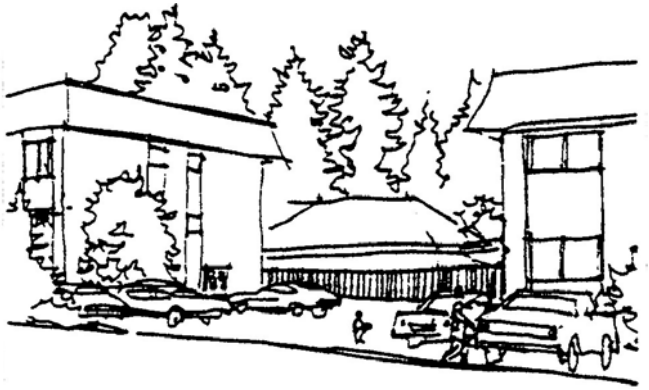


Figure 45: Parking lots encircling residential buildings are unsightly and unsafe to children.

9.1.1 Intent

9.1.1(a) To encourage new development to be designed for the specific conditions of the site.

9.1.1(b) To ensure that new development will fit in with the neighborhood.

9.1.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

9.1.3 Standards

9.1.3.1 The design of a building, its location on the site, and its layout shall respond to specific site conditions.

9.1.3.2 Site characteristics to consider in the design of a building include the following:

Topography

9.1.3.3 Reflect natural topography rather than obscure it. For instance, buildings shall be designed to "step up' hillsides to accommodate changes in elevation.

9.1.3.4 Where neighboring buildings have responded to similar topographic conditions on their sites in a consistent and positive way, consider similar treatment for the new structure.

9.1.3.5 Designing the building in relation to topography may help reduce the visibility of parking garages.

Solar Orientation

9.1.3.6 The design of a structure and its massing on the site can enhance solar exposure for new development and minimize impacts on adjacent structures and public areas.

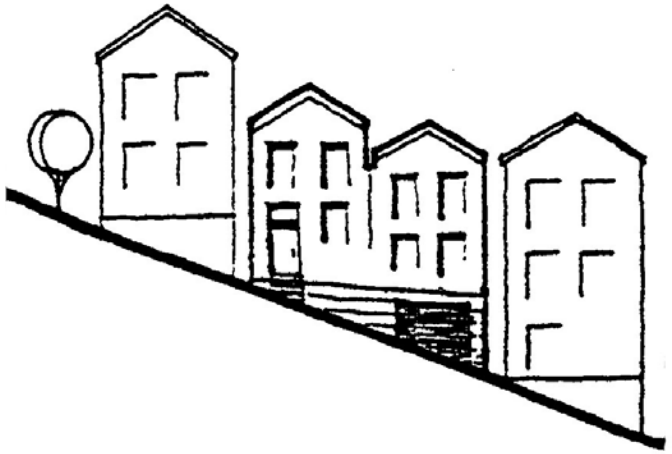


Figure 46: Stepping buildings on steep topography.

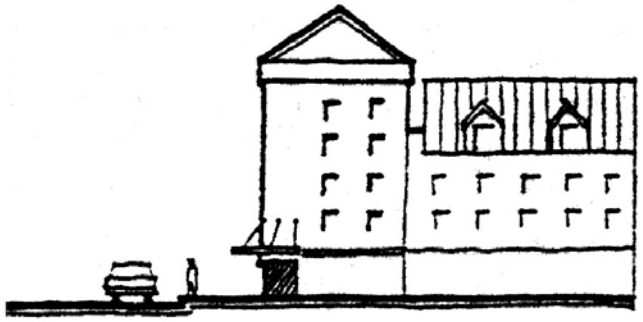


Figure 48: Siting a building to take advantage of a visual amenity.

Corner Lot

9.1.3.7 Building design can accent the corner at an intersection of streets with a change of building wall plane and roof line.

Site Size and configuration

9.1.3.8 On small, narrow sites or sites with frontage on narrow streets, massing and design can minimize the perception of building bulk, minimize impacts on adjacent development and enhance conditions for on-site open space.

Natural Features

9.1.3.9 Reflect natural features like views, stands of trees, and open space by providing views and pedestrian access to these amenities.

Pedestrian Oriented Shopping Street

9.1.3.10 Reinforce the streetscape with shops at ground level and pedestrian amenities.

Existing structures on the Site

9.1.3.11 Where a new structure shares a site with an existing structure or is a major addition to an existing structure, designing the new structure to be compatible with the original structure will help it fit in.

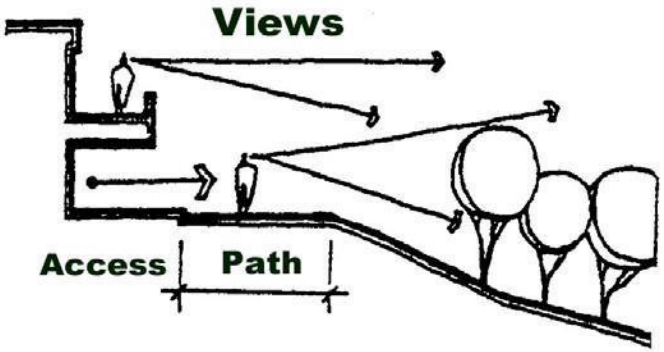


Figure 48: Siting a building to take advantage of a visual amenity.

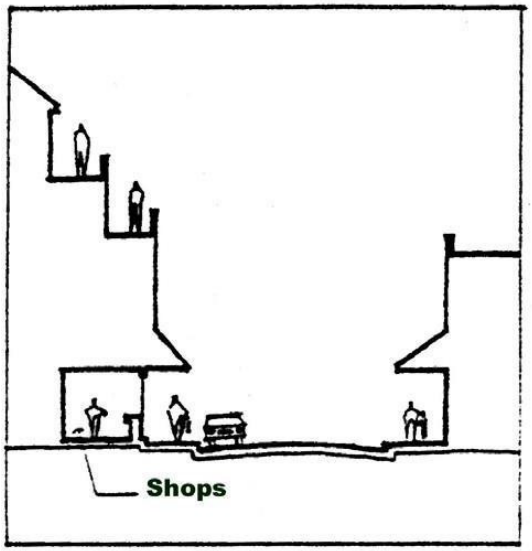


Figure 48: Siting a building to take advantage of a visual amenity.

9.2.1 Intent

To unify and organize a building's architectural character and individual elements such as entries, windows, gardens, roofs, etc.

9.2.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

9.2.3 Standards

9.2.3.1 All buildings shall be visibly organized by a clear design concept. Examples of some concepts include:

Axial Symmetry

9.2.3.1(a) A formal organization that balances equal elements and features around a vertical plane common in classical revival and colonial style buildings.

Asymmetric Balance

9.2.3.1(b) A dissimilar, yet harmonious composition of numerous similar or complimentary forms. The composition reflects the local context, site conditions or building function.

Courtyard Organization

9.2.3.1 (c) Groupings of building elements to help clearly define usable outdoor spaces.

Major Architectural Element

9.2.3.1(d) Focus around a strong architectural element like an arcade, a gallery or a major entry.

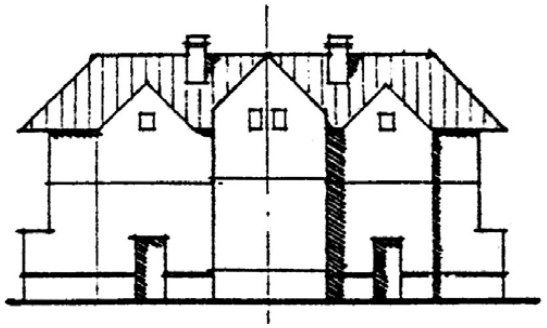


Figure 50: Symmetrically Balanced--Order achieved by balancing both sides around the center.

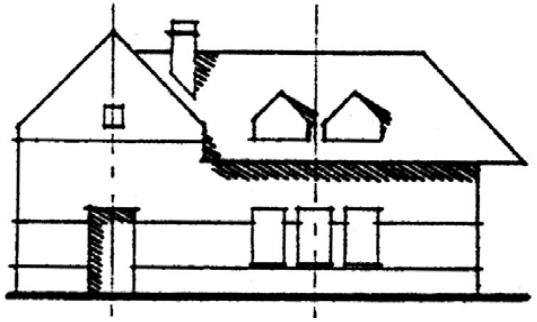


Figure 51: Asymmetrically Balanced--Balance among several points

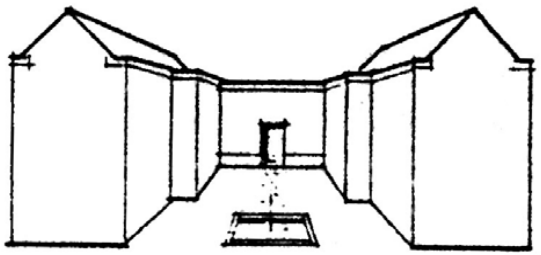


Figure 52: Courtyard Organization--Organized around an outdoor space.

Terracing

9.2.3.1(e) Dividing a building into horizontal terraces that step down a steep slope can reduce the building's impact on the site and provide usable decks.

Environmental Response

9.2.3.1(f) Basing the design on significant views, solar orientation, siting for usable outdoor spaces, etc.

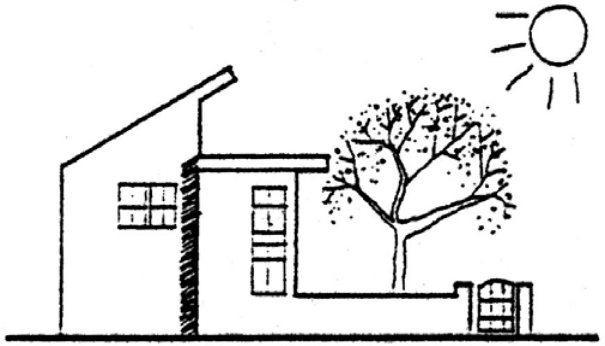


Figure 53: Environmental Response – Designing a building around alternative energy systems.

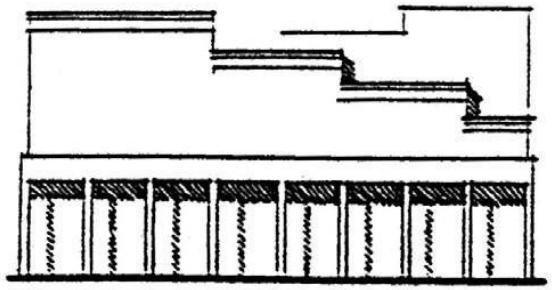


Figure 54: Major Architectural Element – The arcade gives order to the building.

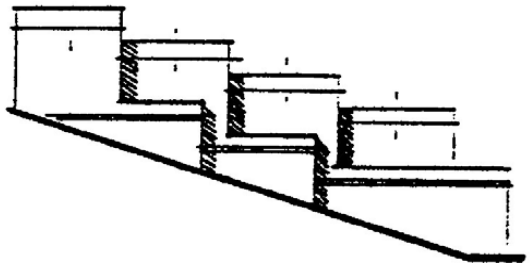


Figure 55: Terracing – Terracing the building acknowledges the slope.

9.3.1 Intent

To enhance the character of an established neighborhood or street.

9.3.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

9.3.3 Standards

9.3.3.1 The project proponent shall submit materials that document the existing architectural character of the street or area and define the aspects of the context that are most important. The project plans should identify the ways the project incorporates these aspects.

9.3.3.2 Unless there is an overriding concern or a poorly defined context, new buildings shall reflect the architectural character of the surrounding buildings in some of the following ways:

9.3.3.2(a) A unifying design concept

9.3.3.2(b) Similar proportions, scale, and roofline.

9.3.3.2(c) Complimentary architectural style and exterior finish materials.

9.3.3.2(d) Complimentary patterns and proportions of windows.

9.3.3.2(e) Similar entry configuration and relationship to the street.

9.3.3.2(f) Complimentary architectural details or features.

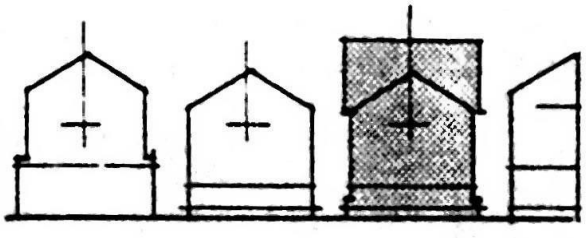


Figure 56: New building emphasizes the height, scale, and roof forms of adjacent buildings.

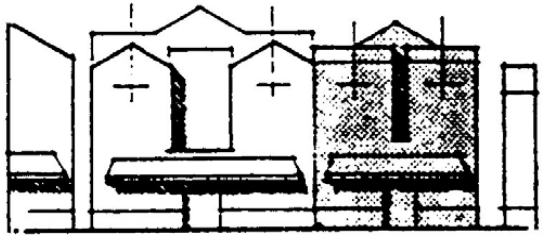


Figure 57: New building emphasizes the height, proportions, and canopy of its neighbors.

Figure 58: This new apartment building is not compatible with its neighbors.

Figure 59: The new apartment building relates successfully to its adjacent neighbors in choice of materials, proportions, and scale.

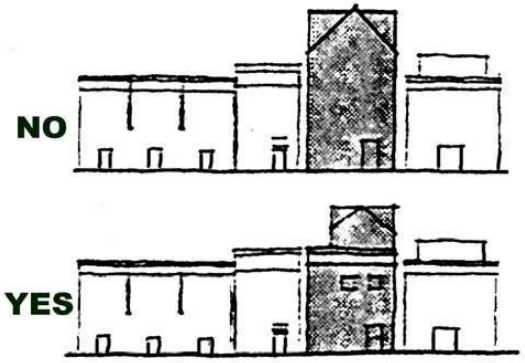


Figure 60: Architectural features or details like cornices can relate to adjacent buildings, lowering the perceived, conflicting height of the building.

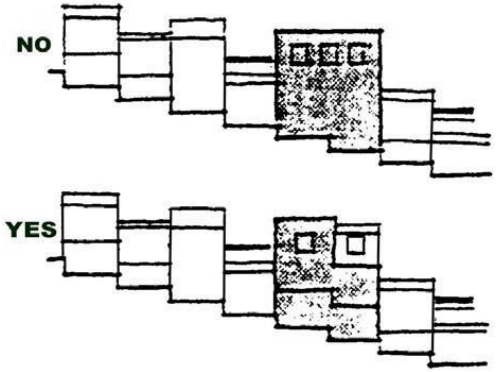


Figure 61: The rhythm created by buildings along the street should be retained.

Figure 62: The patterns and proportion of windows and doors (fenestrations) are important to the building's architectural character and reflect its compatibility with neighboring buildings.

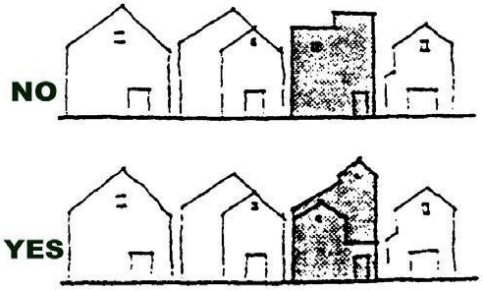


Figure 63: Rooflines can reinforce the architectural character of a street.

10.0 Character and Massing

10.1 Articulation and Modulation

10.1.1 Intent

To reduce the apparent size of new buildings and give them more visual interest.

10.1.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

10.1.3 Definitions

10.1.3.1 *Articulation* is the giving of emphasis to architectural elements (like windows, balconies, entries, etc.) that create a complimentary pattern or rhythm, dividing large buildings into smaller, identifiable pieces.

10.1.3.2 An *interval* is the measure of articulation—the distance before architectural elements repeat.

10.1.3.3 *Modulation* is a measured and proportioned inflection of setback in a building's face.

10.1.3.4 Together, articulation, modulation and their interval create a sense of scale important to buildings.

10.1.4 Standards

10.1.4.1 Use modulation and articulation in a clear rhythm to reduce the perceived size of all large buildings.

10.1.4.2 Buildings shall be divided and given human scale by using articulation and/or modulation at 40-foot to 50-foot intervals.

10.1.4.3 There are a number of ways of articulating a building to divide up its mass and reduce its apparent size.

Some are listed here and should be combined for the best result:

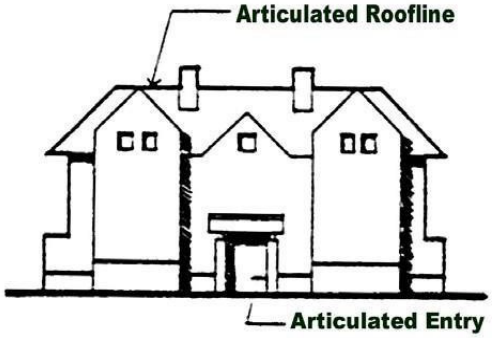


Figure 64: Articulation

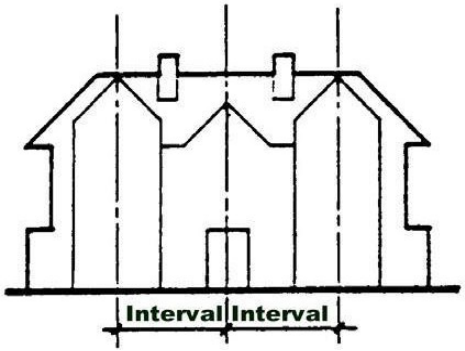


Figure 65: Interval

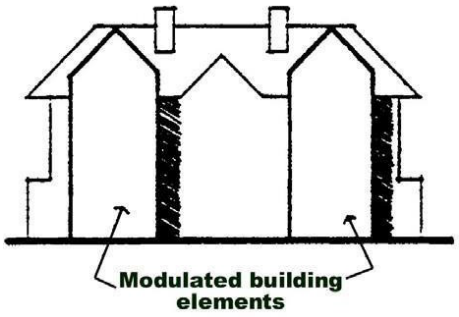


Figure 66: Modulation

10.1.4.3 (a) Façade Modulation: Stepping back or extending forward a portion of the façade at least 6 feet (measured perpendicular to the front façade) for each interval.
10.1.4.3(b) Fenestration patterns that repeat at intervals at least equal to the articulation interval.
10.1.4.3(c) Articulating each interval with architectural elements like a porch, balcony, bay window, and/or covered entry.
10.1.4.3(d) Articulating the roofline within each interval by emphasizing dormers, chimneys, gables, stepped roofs, or other roof elements.
10.1.4.3(e) Providing a ground or wall mounted light fixture, a trellis, a tree, or other site feature within each interval.

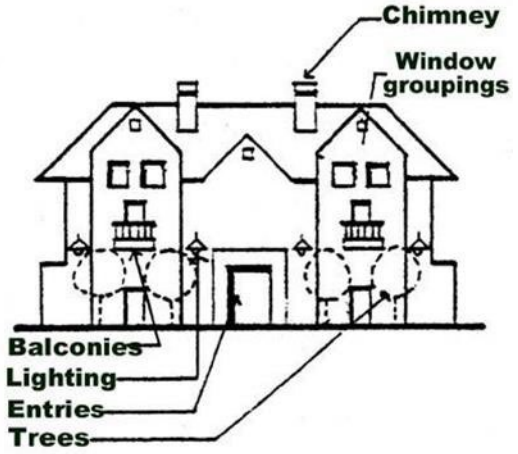


Figure 67: Building details that can reinforce the articulation interval.

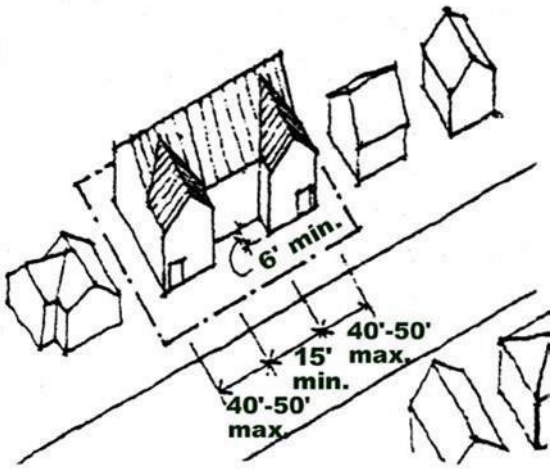


Figure 68: Modulation of the principal building façade adds interest to a long building.

10.2.1 Intent

To design new buildings to be more compatible with existing neighboring smaller structures.

10.2.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

10.2.3 Standards

10.2.3.1 If a building is proposed for a site that is adjacent to, or across the street from, a land use zone allowing a maximum building bulk substantially smaller than the zone of the proposal, the architectural scale of the proposed building shall be reduced, through articulation and modulation, to better conform to its context. The degree of façade articulation depends on the size and spacing of neighboring buildings.

10.2.4 Explanation and Examples

10.2.4.1 "Architectural scale" means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are all "in scale". In a neighborhood setting it is important that buildings have generally the same architectural scale so that a few buildings do not overwhelm the others. Larger buildings can fit in more effectively with smaller neighbors if their form is composed of recognizable small elements.

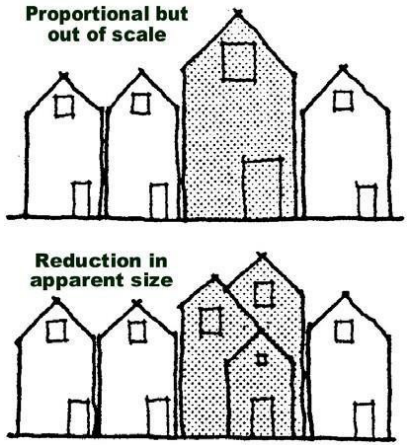


Figure 69: Good design can reduce the apparent size of new buildings, allowing them to fit in with smaller buildings.

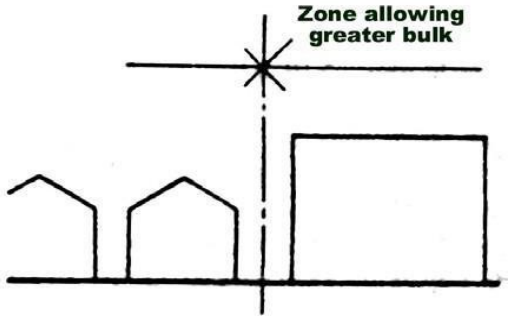
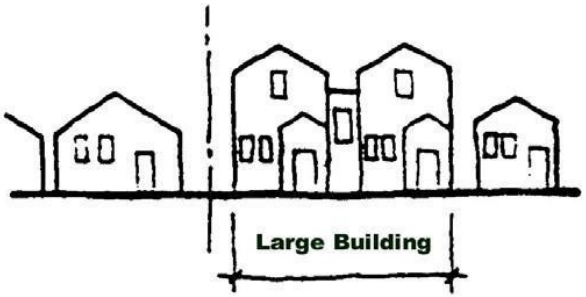


Figure 70: (above and below) At zone transitions, special care should be taken to reflect the articulation intervals of adjacent development



10.0 Character and Massing

10.3.1 Intent

10.3.1(a) To add visual interest to a building and the streetscape and reduce its apparent size.

10.3.1(b) To complement neighboring structures with prominent roofs.

10.3.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

10.3.3 Standards

10.3.3.1 Consideration shall be given to the design of a building's roofline. The design of the roof shall employ at least two of the following:

10.3.3.1(a) Roofs may have dormers, gables, gambrel, hipped roof or similar variations in roof planes to break up the roof mass.

10.3.3.1(b) Broken or articulated roofline.

10.3.3.1(c) Prominent cornice, fascia, or parapet that emphasizes the top of the building.

10.3.3.1(d) Other roof element that emphasizes the top of the building.

10.3.3.1(e) Individual roofs may include a variety of colors and materials, including tile, composition, wood shake, asphalt shingle, and standing seam baked enamel steel.

10.3.3.1 (f) Metal roofs are allowed in all zones, except if metal is used for residential it shall only be standing seam steel roofs.

10.3.3.2 No roof mounted mechanical equipment shall be visible from the sidewalk or roadway of the adjacent street.

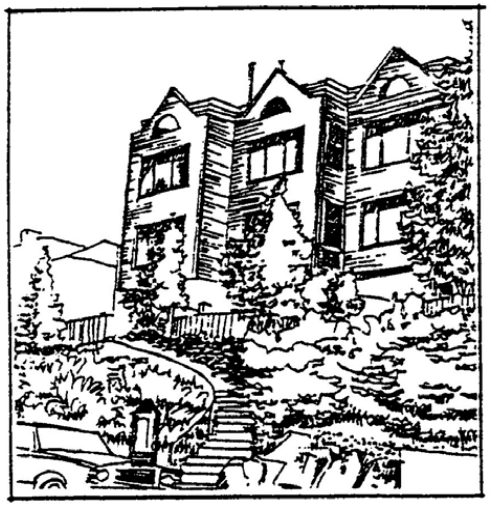


Figure 71: (above & below) Broken roof forms and modulation help reduce the apparent size of this building

11.0 Architectural Elements

11.1 Human Scale

11.1.1 Intent

11.1.1(a) To use properly scaled and proportioned building elements

11.1.1(b) To use elements whose size people are familiar with and relate to.

11.1.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

11.1.3 Definition and Explanation

11.1.3.1 Referring to buildings, 'scale' generally means the perceived size of a building relative to person or the building's surroundings.

11.1.3.2 Human scale is derived from a building's architectural details and elements whose size people are familiar with.

11.1.4 Standards

11.1.4.1 All buildings shall incorporate well-proportioned architectural features, elements, and details to achieve good human scale.

11.1.4.2 Below are some elements that lend human scale:

11.1.4.2(a)Entry details like porches and recesses

11.1.4.2(b) Occupiable spaces like bay windows and balconies.

11.1.4.2(c) Window details like vertically proportioned window openings which are recessed into the face of the building and broken up with smaller panes of glass.

Figure 72: Buildings that give few clues to its size are confusing.

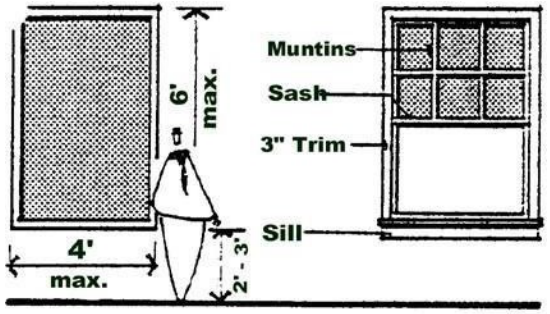


Figure 73: Window details are important to give a sense of human scale.

11.1.4 Standards (cont.)

11.1.4.2(d) Roof details like brackets, chimneys, roof overhangs of at least 18' (measured horizontally), or a roof cornice element at least 12' in width (measured vertically).

11.1.4.2(e) Windows which create relief in the façade by being detailed to recede into the building face.

11.1.4.2(f) Gabled or hipped roofs, including nested rooflines.

11.1.4.2(g) Roof flashing, rain gutters, downspouts, vents, and other roof protrusions shall be finished to match the adjacent materials and/or colors and be consistent with the design of the building.

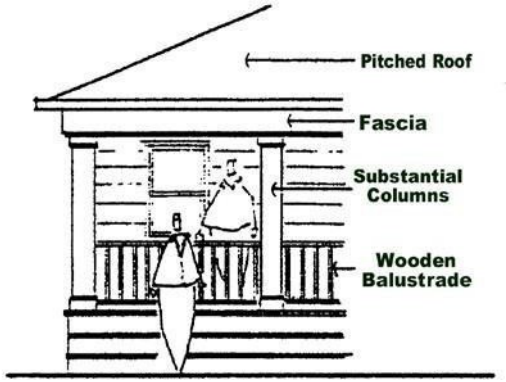


Figure 74: Covered entries, like porches, need to be of substantial materials.

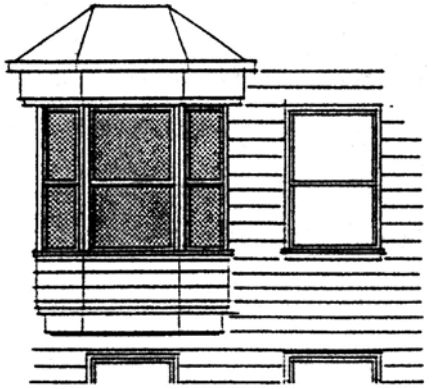


Figure 75: Bay windows that protrude from the building wall.

11.2.1 Intent

11.2.1(a) To create a more visually interesting building.

11.2.1(b) To add elements which can aid in creating a better human scale and be more compatible with its neighbors.

11.2.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

11.2.3 Standards

11.2.3.1 Use building features to reflect the space within a building, to reinforce site conditions like a corner or courtyard and to articulate building modulation.

11.2.3.2 Building features shall be consistent and unified with the overall architectural design of the building. Each element shall be articulated and proportioned to relate with the building as a whole.

11.2.3.3 Use changes of materials to enhance building features.

11.2.3.4 No buildings may have large areas of blank wall surfaces. Use architectural features and elements to enhance all building faces.

11.2.3.5 Building features can include some of the following:

11.2.3.5(a) Setback of upper floors and roof decks.

11.2.3.5(b) Strong corner feature like a turret or corner entry.

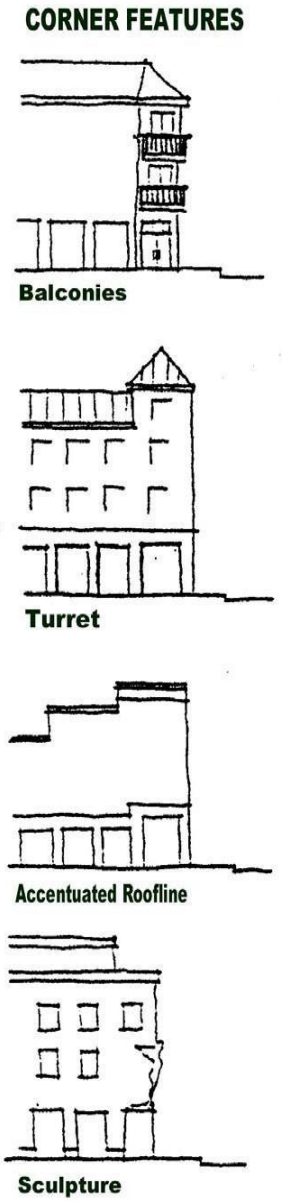


Figure 76: Corner Features

11.2.3.5(c) Porches and balconies at least 6' deep.
11.2.3.5(d) Habitable roofs with dormer windows.

Figure 77: These two projects point out the importance of architectural elements. They are essentially the same building except that the project below employs varied rooflines, window details, façade articulation, a trellis, chimneys, entry details, and other features to add interest and a greater sense of quality.

11.3.1 Intent

11.3.1(a) To create an appropriate invitation into a building, providing for security and privacy.

11.3.1(b) To provide an area where social interaction can take place.

11.3.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

11.3.3 Standards

11.3.3.1 All buildings shall have a principal entry visible from the street, (or by a marked, paved and well-lit pathway). All entries shall be convenient from the sidewalk.

11.3.3.2 In multi-family residential developments, all ground floor units shall be directly accessible from the street.

11.3.3.3 Entries shall be highlighted by building elements (like stairs, roofs, special fenestration, etc.).

11.3.3.4 Provide a recess, porch, or other protected exterior area that encourages human activity (resting, meeting, waiting, etc.).

11.3.3.5 Highlight the entry area with pedestrian scaled lighting and distinctive architectural elements and details.

Figure 78: The entries to these apartments and their courtyards are clearly articulated and inviting.

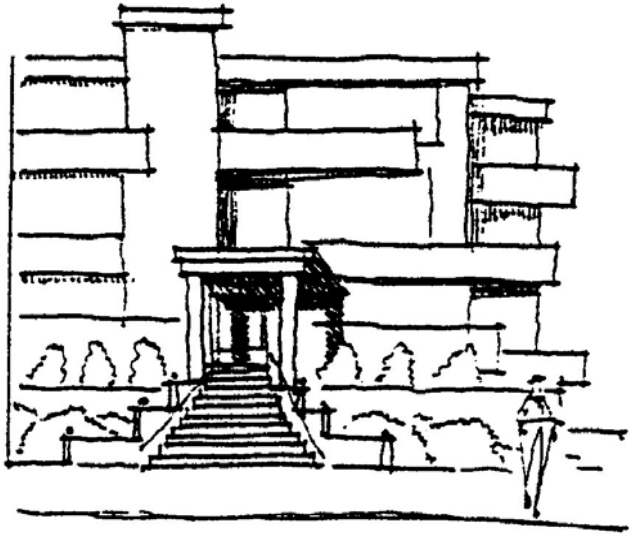


Figure 79: The covered and recessed entry to the building is well articulated, and with the landscaped planting beds and stairs provides an elegant transition between street and residence.

12.0 Exterior Finish Materials

12.1 Appropriate Materials

12.1.1 Intent

12.1.1(a) to enhance the quality of buildings and the streetscape.

12.1.1(b) To discourage poor materials with high life cycle costs.

12.1.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

12.1.3 Standards

12.1.3.1 Building exteriors shall be constructed of durable and easily maintainable materials that are attractive at close distances.

12.1.3.2 Materials that have an attractive texture, pattern, of quality of detailing are encouraged.

12.1.3.3 Siding shall reflect in texture and color typical Northwest building materials like wood siding and shingles, brick, stone and terra-cotta tile.

12.1.3.4 Metal siding shall always have visible corner moldings and trim and should have a matt finish and a neutral or earth tone.

12.1.3.5 Non-durable siding materials like T1-11 type plywood, corrugated metal or fiberglass is prohibited, as it decays quickly when exposed to the elements and looks unsightly. Panel siding with board and batten is allowed.

12.1.3.6 Metal roofing colors shall be subdued.

12.1.3.7 Mirrored glass is prohibited in a residential or pedestrian oriented streetscape.

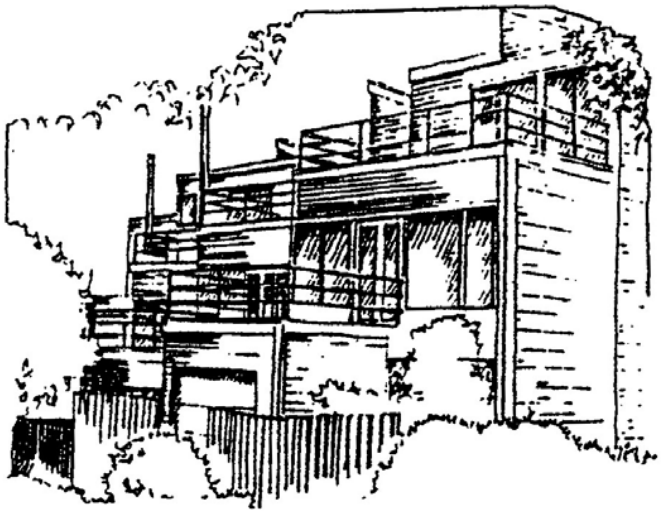


Figure 80: These contemporary looking houses have well detailed horizontal wood siding.

Figure 81: When renovating, or developing adjacent to, buildings with a distinct historic architectural character, care must be taken to choose exterior building materials that are compatible and historically appropriate.

12.1.3.8 Concrete walls shall be enhanced by texturing, coloring with concrete coating, or admixture, or by incorporating embossed or sculpted surfaces, mosaics, or artwork.

12.1.3.9 Concrete block walls shall be enhanced with textured blocks and colored mortar, decorative bond pattern and/or incorporating other masonry materials.

12.1.3.10 Stucco and similar toweled finishes shall be sheltered from extreme weather by roof overhangs or other methods.

13.0 Parking Garages

13.1 Compatibility with Occupiable Spaces

13.1.1 Intent

13.1.1(a) To incorporate the parking garage into the design of the building making it less obtrusive.

12.1.1(b) To differentiate the parking entry from the pedestrian entry.

13.1.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

13.1.3 Standards

13.1.3.1 Design parking garages to be architecturally compatible with the occupiable portion of the building. Draw from a residential vocabulary of forms, materials and details to enhance garages.

13.1.3.2 Detail garage entries to be subordinate to the pedestrian entry in scale and detailing. If possible, locate the parking entry away from the street, to either the side or rear of the building.

13.1.3.3 Berm and landscape the edges of garages when they are visible from the street.

13.1.3.4 The street side of garages can contain facilities or services for occupants, like laundry rooms, lobbies and shops.

13.1.3.5 Open carports for more than 2 cars shall not be visible from the street.

13.1.3.6 Parking garages can be detailed with split-face block and colored mortar to emphasize the base of the building.

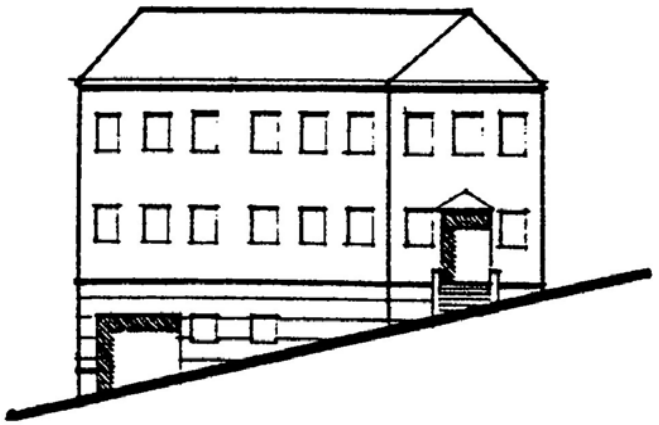


Figure 82: The parking garage entry should take advantage of topography to be visually subordinate to the pedestrian entry.

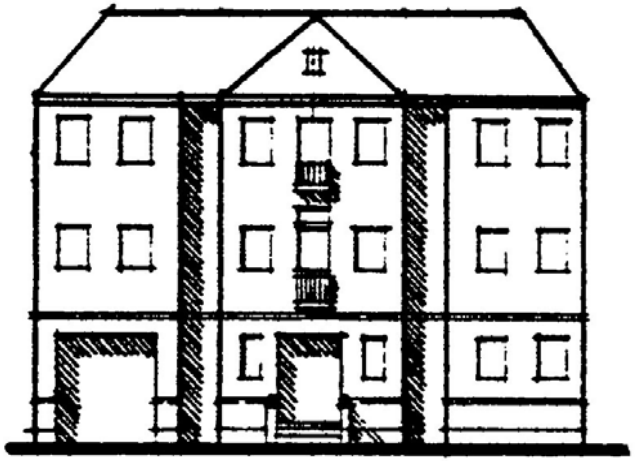


Figure 83: The pedestrian entry should be articulated to emphasize its importance relative to the garage entry.

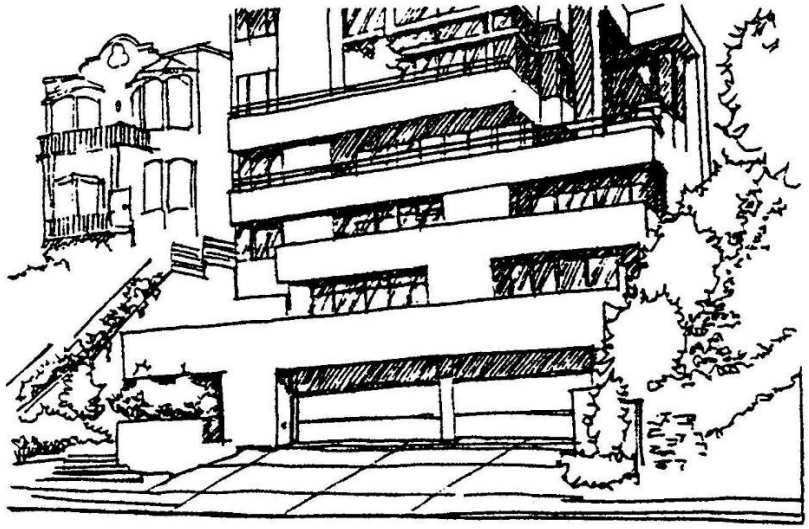


Figure 84: The garage entry of this apartment building overwhelms the relatively insignificant entry.

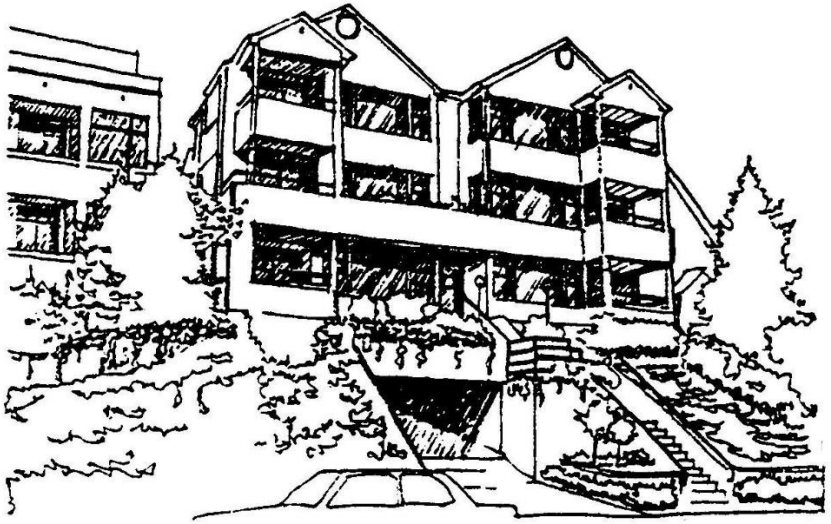


Figure 85: This parking garage is well screened by the generous landscaping on this steep site. The stairs, landing, and lighting help highlight the pedestrian entry.

13.2.1 Intent

To reduce the visual impact of parking structures by making them a more integral part of the building.

13.2.2 Applicability

This standard applies to all development subject to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

13.2.3 Standards

13.2.3.1 The accessory parking portion of the structure shall be architecturally compatible with the rest of the structure. That is, the parking structure and the rest of the building should appear as a unified, composed unit. Methods to better integrate parking structures with their buildings include:

13.2.3.1(a) Facing the parking structure with the same material as the building.

13.2.3.1(b) Continuing architectural elements from the occupiable portion of the building onto the parking structure, like a frieze, cornice, trellis or other device.

13.2.3.1(c) using a portion of the top of the parking garage as a deck or garden for the occupants' use.

13.2.3.2 Large buildings with multi-level parking garages can screen the garages further by:

13.2.3.2(a) Locating occupiable space or shops to the outside of the parking garage. These units could have access directly from the street and from the parking area.

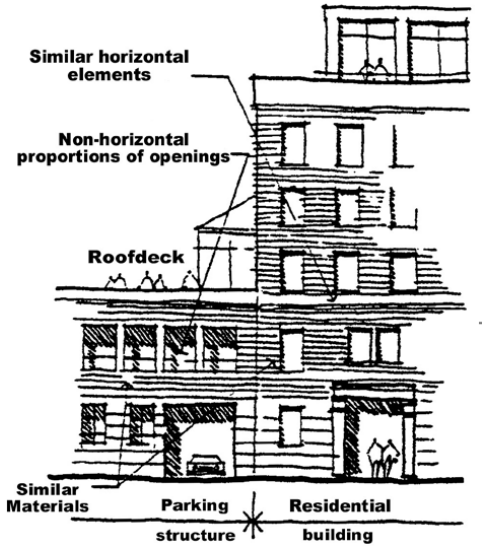


Figure 86: The appropriate design of a parking structure can help integrate it to the occupiable portion of the building.

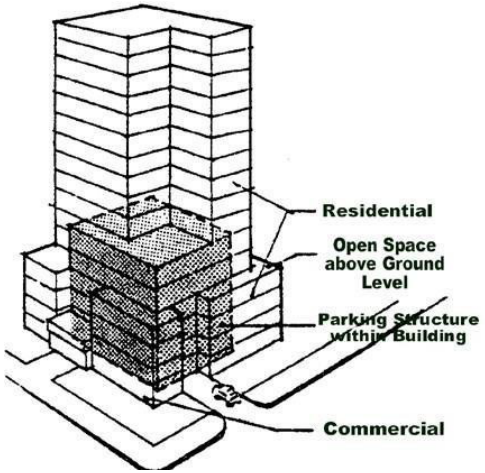


Figure 87: A parking garage located in the center of this large mixed-use structure with commercial uses and residential units along its edge.

13.2.3.2(b) Designing the parking garage to be partially or totally below the level of the street or neighboring properties.

14.1.1 Intent

14.1.1(a) To encourage mixed-use buildings with shops and small offices below, and residential units above.

14.1.1(b) To reinforce the community focal place and neighborhood centers with appropriately designed buildings, compatible with pedestrian-oriented commercial uses.

14.1.2 Applicability

This standard applies to all mixed-use development.

14.1.3 Standards

14.1.3.1 Site mixed-use buildings wherever small-scale, pedestrian oriented commercial activity is desired.

14.1.3.2 Respect and enhance the character of the street, reinforcing the pedestrian shopping experience.

14.1.3.3 Site parking lots to the sides and rear of buildings, not the front facing the street. A drop-off zone at the street's edge may be appropriate.

14.1.3.4 Accentuate the residential portion of the development with changes in materials and wall plane. Create a distinct entry for the residential units.

14.1.3.5 Create usable outdoor spaces for the units facing the street by providing balconies and setbacks. The use of outdoor spaces enlivens the commercial street and creates a buffer space for the residential units.

Figure 88: A successful mixed-use project along a public promenade in Portland, OR.

Figure 89: This mixed-use building differentiates the commercial uses and residential units by changing materials and stepping back the tower.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15.0 Old Town Business District

15.1 Policy, Goals, and Applicability

15.1.1 Intent

15.1.1(a) These Standards establish requirements for construction that are drawn from the commercial building heritage of Arlington and other traditional American downtown business districts. They support the idea that compact scale, traditional building types, architectural detail, and the accommodation for pedestrians that is found in these town centers should be preserved, enhanced, and expanded. These Design Standards describe the principles of siting, parking, massing, and treatment of facades and materials that will be allowed in the construction of new buildings, additions to existing buildings, and in the rehabilitation of existing buildings.

15.1.1(b) *Historical Design principles of Arlington*-

The standards of good, small town design are prevalent in many of the buildings in Arlington. These observable standards include a human scale proportion of building height to street width, the location of shop entries at the sidewalk, a mix of various enterprises within a single building, the use of durable materials and the design principles that promote a balanced blend of function plus decorative building components. They have shaped Arlington since its founding over 100 years ago.

Since then, the architectural styles have evolved. Yet the principles of good design that have been tested throughout centuries of practical, enjoyable town planning remain. Arlington's own version of pedestrian-friendly streets, its blend of historical and contemporary

building styles, its mix of residential, commercial and civic establishments, and its urban and naturalistic public spaces all contribute to the quality and character that these standards address.

15.1.1(c) *Existing Building Types in Downtown Arlington as Models for New Development and rehabilitation*

The Design Standards are based upon the architectural precedents of Arlington's past. As such, this document will present examples of existing buildings to demonstrate the abstracted principles of the Standards and to illustrate possible resolutions to the intention of the Standards. However, it should not be construed that the Standards intend to promote or adhere to any particular theme or style. Instead, new construction is expected to respect and be inspired by the authentic, local architectural and urbanistic traditions that have been in place for more than 100 years in Arlington. Construction is encouraged to be equally responsive to the variety, longevity, enthusiasm, and pride of workmanship that many of the historical and some new buildings in Arlington evoke.

15.1.1(d) The goal of this section is to promote construction that will enhance the existing good characteristics and qualities of the Old Town Business District (OTBD).

15.1.2 Applicability

15.1.2(a) The standards in this section apply to all development in the Old Town Business District 1, 2, and 3.

15.1.2(b) However, it is recognized that there is a distinction between OTBD 1 and OTBD 2, and 3. And discretion should be used in how strictly the standards are adhered to for any particular project. OTBD 1 is clearly the historical commercial district of Arlington and conformance to these standards should be as strict as possible. OTBD 2 and 3 are clearly more automobile oriented and conformance with the Standards should be balanced with the particular context of the property. The goal for OTBD 2 and 3 is to have them become more pedestrian-friendly than they may be now, yet we need to acknowledge that automobiles will play a larger role than in OTBD 1.

15.1.2(c) Any new construction or modifications to existing structures in the Old Town Business Districts 1, 2, and 3 shall comply with the Arlington Development Design Standards and also refer to and utilize the Olympic Avenue Design Guidelines, to the maximum extent possible, in their design and modification efforts.

15.2.1 Intent

These Standards apply to the considerations of site design, parking, the massing or bulk of the building, and pedestrian accessibility. As a traditionally planned downtown shopping and mixed-use district, Arlington developed first as a pedestrian-oriented town center. While automobiles have obviously become essential to the commercial success of the center, these Standards are designed to balance vehicular and pedestrian use. They are intended to provide convenient automobile access with carefully considered parking accommodations. Sidewalks, storefronts, and entries that cater to pedestrian activity are required.

15.2.2 Standards

15.2.2.1 *Setbacks*—See AMC 20.48.040 Building Setback Requirements and all structures shall be located adjacent to or as nearly adjacent as feasible to the sidewalk(s) falling within adjacent public right(s) of way. Where a structure is recessed from the public sidewalk, a private extension of the sidewalk shall be installed so as to widen the sidewalk up to the building front.

15.2.2.2 *Location* – Wherever feasible, buildings built in the Old Town Business Districts per this section shall be adjoining or appearing so, so as to create a continuous façade along a street. Structures along the Centennial Trail should be designed to work with the trail, even to the extent of having an entrance to the building, but at minimum presenting a well-designed façade on the trail side.

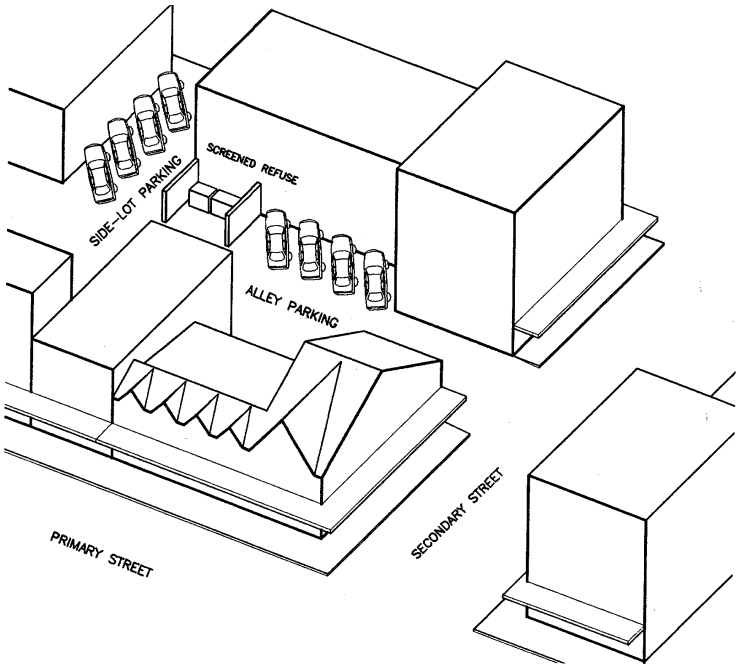

Figure 90: Corner massing, setbacks, building orientation, off-street parking, and screening.

15.2.2.3 *Building Height*—The maximum building height for all buildings in the Old Town Business District is set by AMC20.48.060 Building Height Limitations. Although there is no minimum height requirement at present, it is strongly encouraged that new construction includes, or at least plans for, development of additional stories. The allowable mixed-use functions of multi-story buildings are recognized as furthering the economic well-being, vitality, security, and historic character of the OTBD that makes Arlington an attractive town.

15.2.2.4 *Lot Coverage*—the maximum allowable lot coverage is set by AMC 20.48.064 Maximum Impervious Surface Lot Coverage.

15.2.2 Standards (cont.)

15.2.2.5 *Building Orientation*—Building facades and primary entries shall be oriented toward the principal street bordering the lot. Buildings located on corner lots shall treat both facades as if they were both facing the principal street. (*Figure 90*). However, facades facing the secondary street need not provide building entries. For related information see 11.3 Entries.

15.2.2.6 *Off Street Parking, Location*—Off street parking shall be located to the rear of buildings located on Olympic avenue. Off street parking shall be located to the rear or side of other buildings in other areas of the Old Town Business Districts.

15.2.2.7 *Off Street Parking-Screening*—parking lots with the capacity of 3 or more cars and that are visible from public rights-of-way or are located within 20 feet of residential zoned property, shall be screened from view be wood, brick, concrete block, or by wrought iron walls or fencing, or by trees, shrubs, trellises or other landscaping elements. The selected plant materials shall be suitable for their location and to the Arlington climate. They shall be maintained and provided with a viable system of irrigation. Plant screening shall be effective within four years of planting. Parking lot lighting shall be shielded from intruding onto neighboring property.

15.2.2.8 *Alleys*—Public rights-of-way in alleys shall be kept clear. Services and parking shall be screened according to Sections 15.2.2.6 and 15.2.2.8

15.2.2.9 *Screening of Service Elements*—Service elements that are in public view shall be screened from view with a combination of wood, brick, concrete block, or wrought iron walls or fencing or with landscape materials (chain link or chain link with slats is not allowed). (See Section 15.2.2.6 for other landscaping requirements). Openings to the service area shall be located away from the sidewalk. The services and their screening shall be located outside of the public right-of way.

15.3.1 Intent

New building facades shall conform to the horizontal and vertical division systems used historically in Arlington and in the architecture of other traditional commercial centers as described below.

15.3.2 Standards

15.3.2.1 Horizontal Divisions—Primary facades shall be divided into three basic horizontal divisions:

15.3.2.1(a) The base, consisting of storefronts, and with permanently fixed sidewalk canopies that separate the base from the middle division. See Section 15.3.2.8 for other sidewalk canopy requirements).

15.3.2.1(b) The middle, consisting of first story Clerestory windows, and/or second story windows, Intermediate panels or decorative bands, and trim.

15.3.2.1(c) The cap, consisting of the roofline, or Parapet shape along with overhangs, cornices and/or other parapet and roofline trim (figure 92).

15.3.2.2 *Vertical Divisions.* —Primary facades shall be divided vertically by the use of organizing elements, such as columns, pilasters, or panels. No facades open to public view shall consist of unarticulated blank walls. Vertical divisions shall form bays with either a maximum width of 12'-0" or be no greater than 1/3 of the buildings overall width, whichever is smaller. Vertical divisions shall Minimally extend for one-half of the total overall height Of the building (figure 92).

15.3.2.3 *Ground Floor and Storefront Facades* –The base of ground floor, street-facing storefronts shall be composed of impact-resistant materials of wood, stone, brick, stucco, concrete, or tile. (See Section 15.3.2.9 for other requirements). It shall be a minimum of 18" in

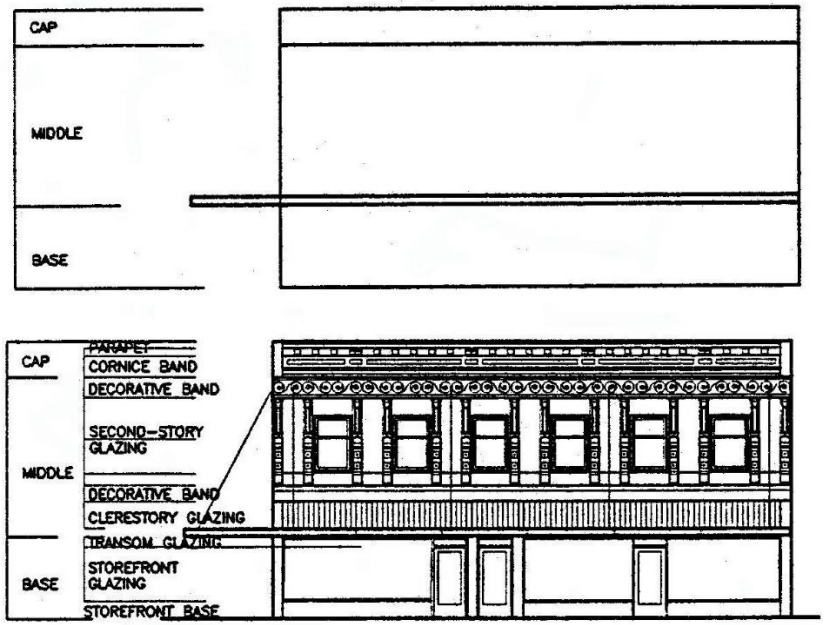

Figure 91: Above, an abstract illustration of required horizontal divisions. Below, an existing example.

in height measured from its lowest point along the Sidewalk. It shall serve to separate the storefront Glazing form the adjacent sidewalk.

15.3.2.4 Storefront facades shall consist of no less than 65% glass display windows with trim unless an alternative proposal is provided accomplishing the same intent with compatible architectural treatments. entry doors shall be recessed where possible and shall conform to all other building code regulations for barrier free accessibility for sidewalk encroachment, etc. Entry systems shall consist of commercial quality wood, aluminum, or steel framing with steel doors. Door glazing shall be a minimum of 65% with transom glazing wherever possible.

15.3.2.5 *Upper-Floor Facades* –Upper floor structural elements, windows, and panels shall conform to the vertical and horizontal divisions described in Sections 15.3.2.1 and 15.3.2.2. The resulting pattern of elements shall continue to relate to the pattern of street level façade elements. The materials shall consist of wood, stone, brick, concrete, stucco or stucco-finished exterior insulation finish systems (EFIS), metal or tile. (See Section 15.3.2.9 for other stipulations on finish materials and color selections). Upper story windows shall have architectural glazing, framing, and trim that is compatible with the scale and detailing found in the historic, mixed-use commercial buildings of downtown Arlington.

15.3.2.6 *Roof Configurations, Parapets* –The tops of new buildings shall be trimmed with elements drawn from the cornices, parapet details, and/or roofline forms typical of historic, commercial buildings in Arlington and other American towns. Besides serving a decorative purpose, these trim courses can serve a dual function if designed to

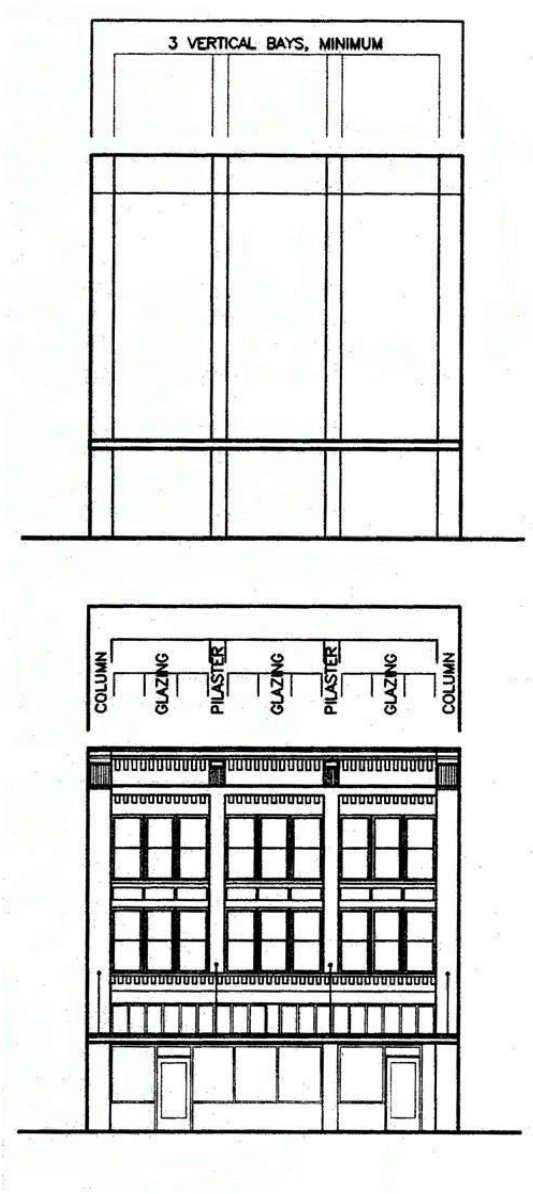

Figure 92: Above, an abstract illustration of required vertical divisions. Below, an existing example.

provide weather protection to parapets, windows, and facades (figures 92,93,94,96 and 97).

15.3.2.7 *Building Entries Other Than Storefronts* –Street level entries to upper level offices and residences should be of impact resistant materials, should be recessed if possible, and shall conform the Building Code restrictions on sidewalk encroachment. Entries shall conform to all applicable requirements for handicap accessibility. Entry doors should be commercial quality wood of metal glazed doors and should be compatible with traditional entry doors found in historic commercial buildings. Where possible, transom glass shall be located over entry doors.

15.3.2.8 *Fixed Canopies* –For all newly constructed buildings, or for rehabilitation projects estimated at 50% or more of a buildings value, permanently fixed canopies made of wood and/or metal or other durable materials shall be provided. Canopies shall project over sidewalks a minimum of six feet from the building face and shall be one foot minimum from the curb. Canopies shall provide protection from the rain and melting snow for pedestrians using the sidewalk bordering the building. Canopies shall be constructed across the entire street frontage of the building facing the primary street, and for corner buildings shall be constructed continuously across all glazed openings of the street frontage facing the secondary street. Sidewalk canopies shall be securely fastened to the structural framework of the building, conforming to Building Code Requirements for wind and snow loading. Fabric canopies or awnings are not permitted as sidewalk protection. (Figures 98, 99, 100, and 101).

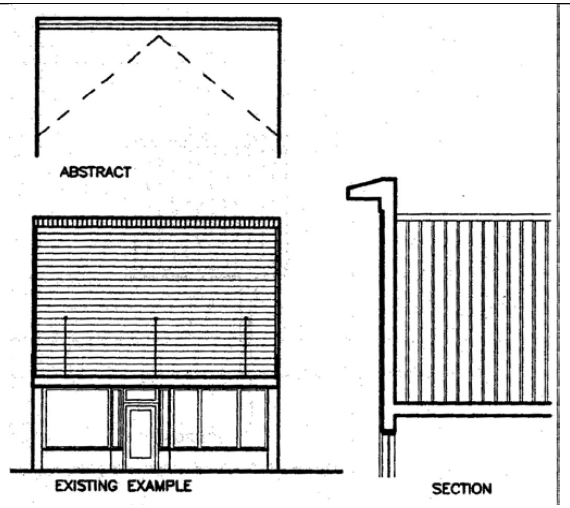

Figure 93: The western false front hides a gable roofline behind.

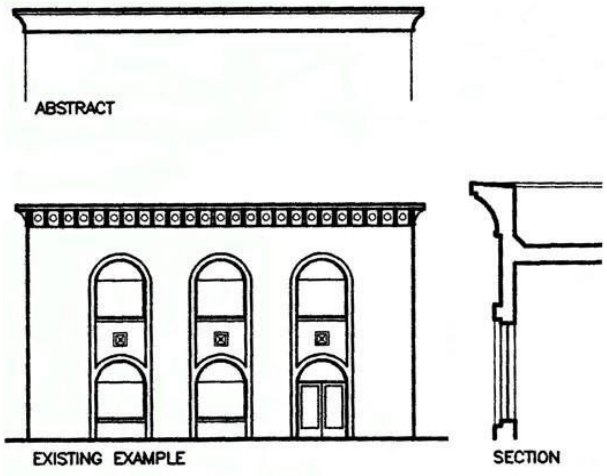

Figure 94: A contemporary interpretation of a classical parapet forms a single, strong, building cap.

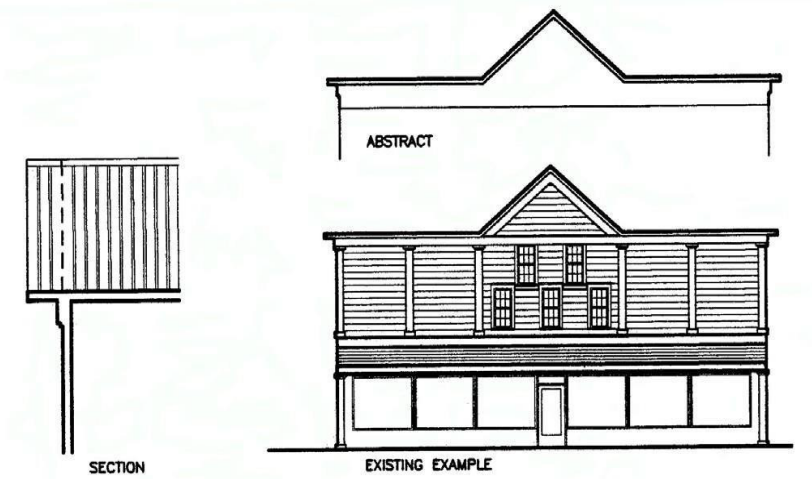

Figure 97: The facade displays its gable roof centered along a flat roofline with over-hanging eaves.

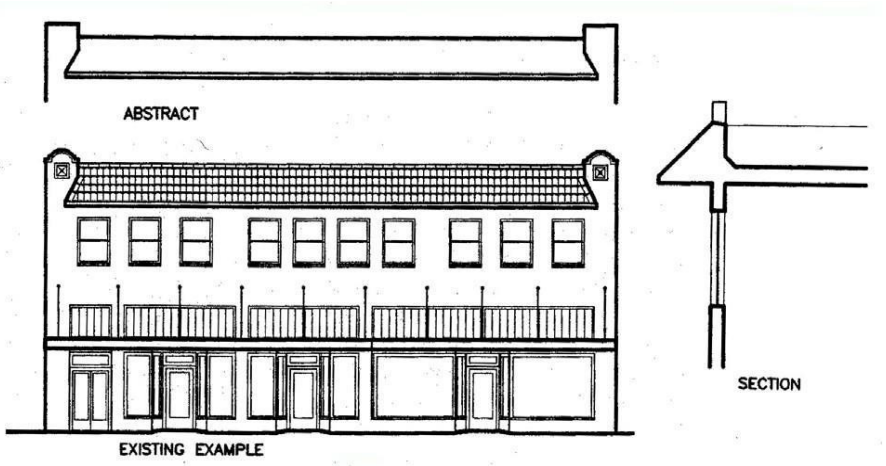

Figure 96: A projecting band of skirting at the parapet provides a visual cap and a protective cap for the windows below (Skirting that extends the full story height is not encouraged).

15.3.2.9 *Finish Materials and colors* –exterior finishes shall be durable commercial applications of traditional materials. These include wood, stone, brick, stucco (or stucco-finished EIFS), concrete, metal, and tile. Exterior color schemes should include contrasting base and trim colors. The Design Review Board generally deems as acceptable color schemes included in any paint manufacturer's "historic line" or similar proposal reflecting an historical theme.

15.3.2.10 *Building Detailing* – Buildings shall be detailed with materials that vary between base wall material and trim. Trim and detailing should include some of the following: wood moldings and trim, decorative brick trim, glazed terra cotta trim, metal moldings, pressed metal, cast concrete or stone trim.

15.3.2.11 *Signs* – Signs shall be integrated with the building architecture and shall not cover significant architectural features. Sidewalk "sandwich board" signs shall be placed on the sidewalk at the street edge, with a minimum 6-foot clear sidewalk zone remaining. In the case of conflicting regulations with AMC chapter 20.68 Signs, the most stringent apply.

15.3.2.12 *Relationship of new Construction to Existing Adjacent Buildings* – Where new commercial or mixed-Use construction adjoins lots with smaller historic buildings, or adjoins property zoned exclusively for residential use, the potential negative impacts due to the juxtaposition of the larger commercial buildings shall be mitigated through site planning and architectural design. These techniques can include in line design or continuity of planar elements (figure 103); increasing the height of the new building at the corner so as to "hold the corner" and/or to better compliment a taller

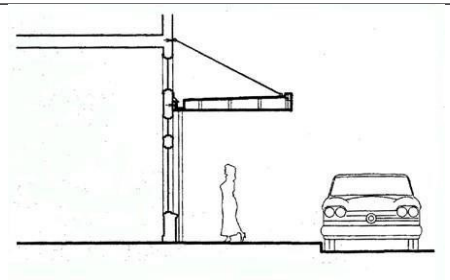

Figure 98: A tensile-supported canopy secured by chain or cable.

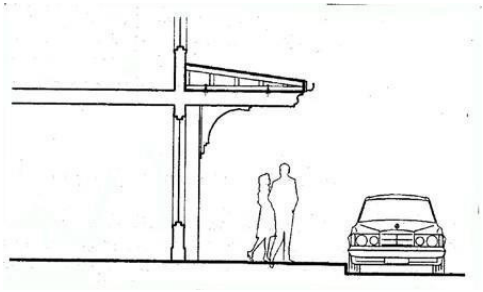

Figure 99: A compression-supported canopy held in place atop large, wood

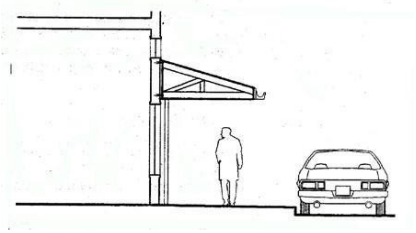

Figure 100: A no-truss canopy attaching its vertical chord to the structural frame

building across the street (figures 104 & 105); stepping back the massing of a new building across the street (figure 106); and, stepping down the massing of a new building so as to better compliment a less intensively developed site (figure 107). In addition to the manipulation of massing, design techniques intended to generate compatibility between new construction and existing buildings include utilization of similar materials, finishes, colors and detailing.

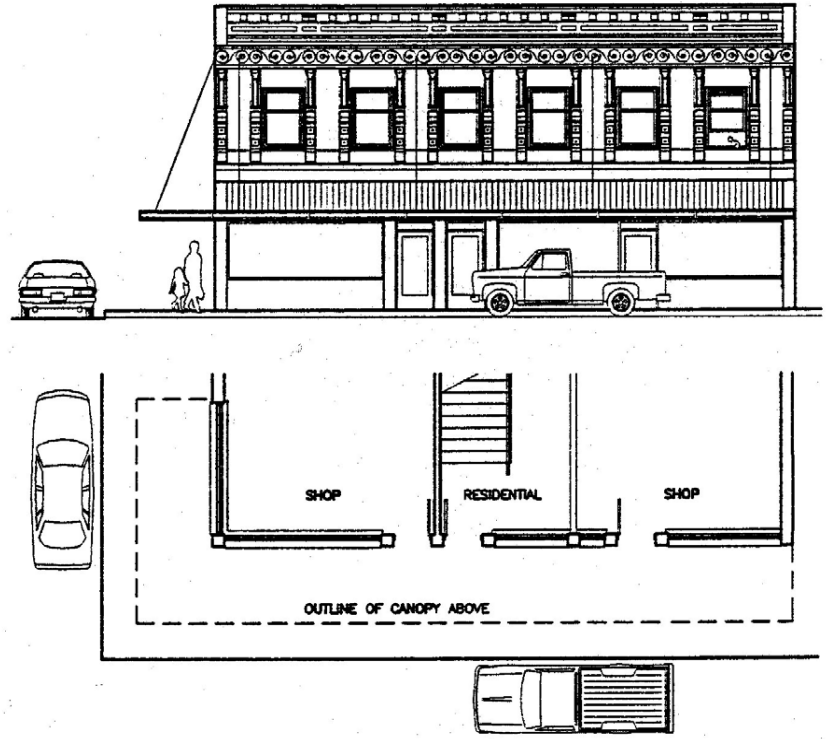

Figure 101: The canopy turns the corner of the building so as to provide continuous storefront protection from the weather.

Figure 102: In-line design or continuity of planer elements is one way for new construction to fit into the context of existing buildings.

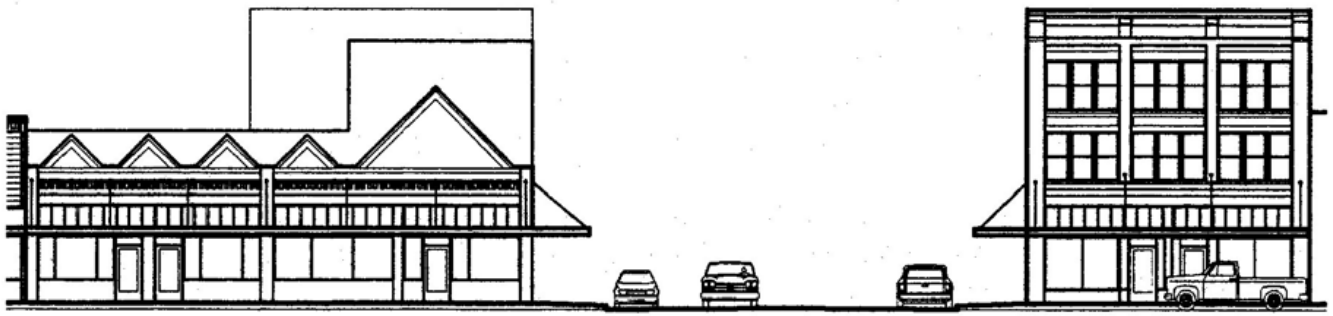

Figure 103: The massing of the corner portion of the building is increased in height so as to allow it to "hold the corner" and to provide a better complement to the taller building across the street.

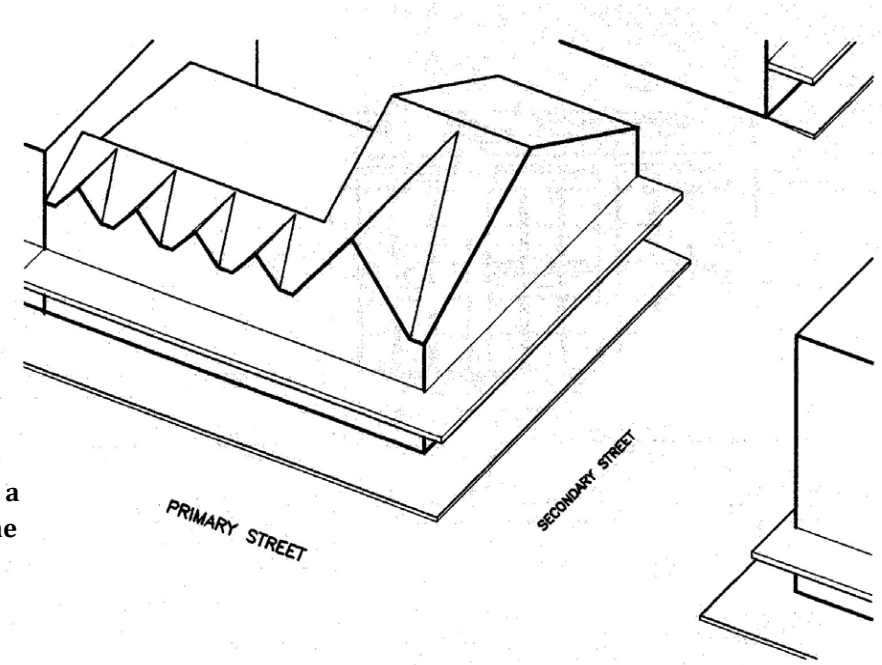

Figure 105: Increasing height at the corner allows a building to "hold the corner" and visually anchor the block at the intersection.

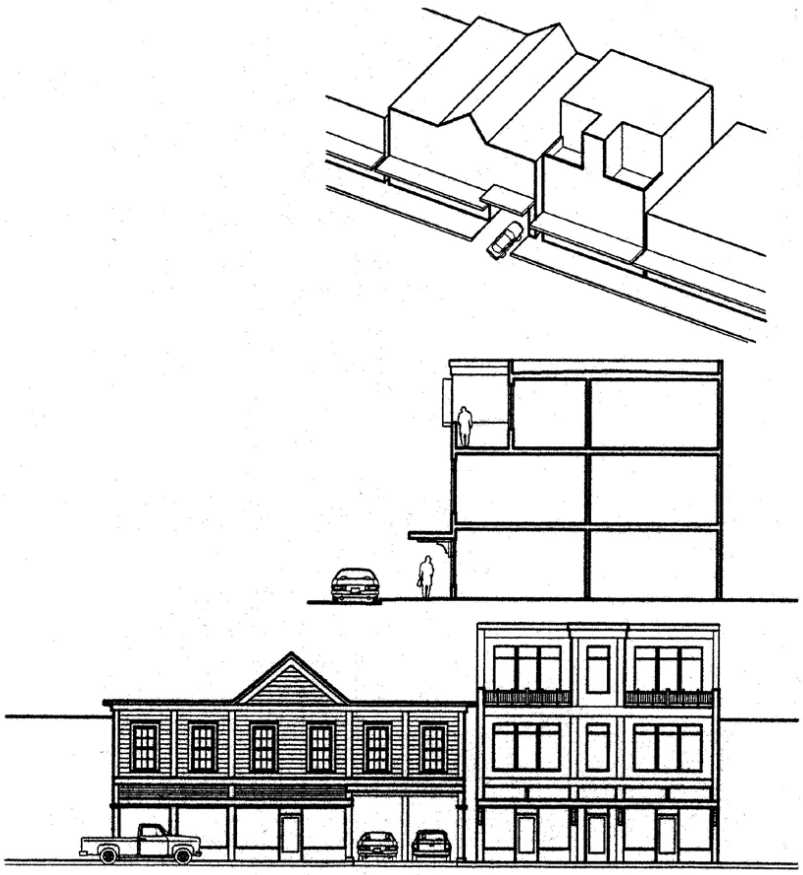

Figure 105: Stepping back the massing of a taller, new building, retains the typical height of the street wall. Shown here, the stepped back portion forms private balconies for residential or office use. Stepping down the massing of the new building mitigates the difference between adjacent building heights. Here, the third story contains a covered balcony with a corner column. At the fourth story, the balcony opens to the sky above.

Figure 106: Examples of existing signs.

15.4.1 *Overview and Goals* –These Standards apply to existing commercial and mixed-use buildings within the Downtown Central Business District. In this context, "rehabilitation" involves repair or alteration to either maintain the building or provide for a change in use. Repairs and alterations to buildings shall protect and maintain their historic features and materials.

15.4.2 *Historic Preservation and Restoration of Existing Architectural features* – Historic exterior features include, but are not limited to, building details, roof lines and parapets; window sized, types of framing, sash, glazing and their materials, patterns of divided lights, door sizes and styles, and framing and door types and materials; storefront materials, and storefront details, sidewalk canopy materials, types, materials, trim, and details; historic building signage (such as dates or names, along with cornerstones and plaques), and, in general, the overall building trim and articulation.

Historic architectural features of existing buildings shall be retained and repaired, rather than removed. If these features are severely damaged, they shall be replaced with features identical in appearance to the original features.

15.4.3 *Replacement of Pre-Existing Architectural Features* – Where historic features have been removed or destroyed in the past, those original features shall be restored where new construction or rehabilitation makes this feasible.

15.4.4 *Additions to Existing Buildings* – New additions to historic buildings shall respect the architecture of the existing building. Materials, massing, colors, and detailing of the existing building shall guide the design of the new additions. New additions shall also be compatible with the historic architectural features of adjacent historic buildings, including compatibility with historic building materials, color, signage, storefront organization, sidewalk canopies, and façade organization.

15.4.5 *Canopies/Weather Protection Over Sidewalks* – Historic sidewalk canopies shall be maintained, restored, or rehabilitated according to the provisions of this chapter. See also Section 15.3.2.8.

15.4.6 Relationship of Renovations and Additions to Adjacent Buildings – New additions to existing buildings and new infill construction shall be compatible with the architectural features of adjacent historic buildings, including compatibility with historic building materials, color, signage, storefront organization, sidewalk canopies, and façade organization.