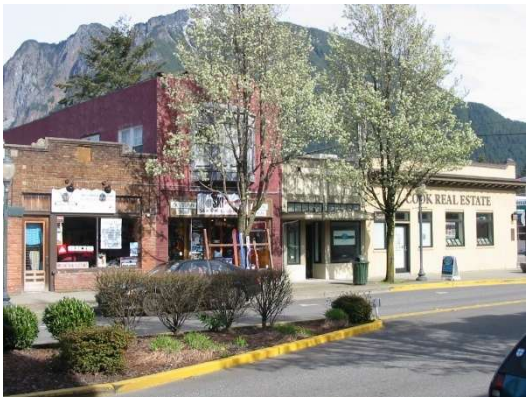
CITY OF NORTH BEND
Commercial / Mixed Use / Industrial Design Standards and Guidelines (Excluding Historic District)

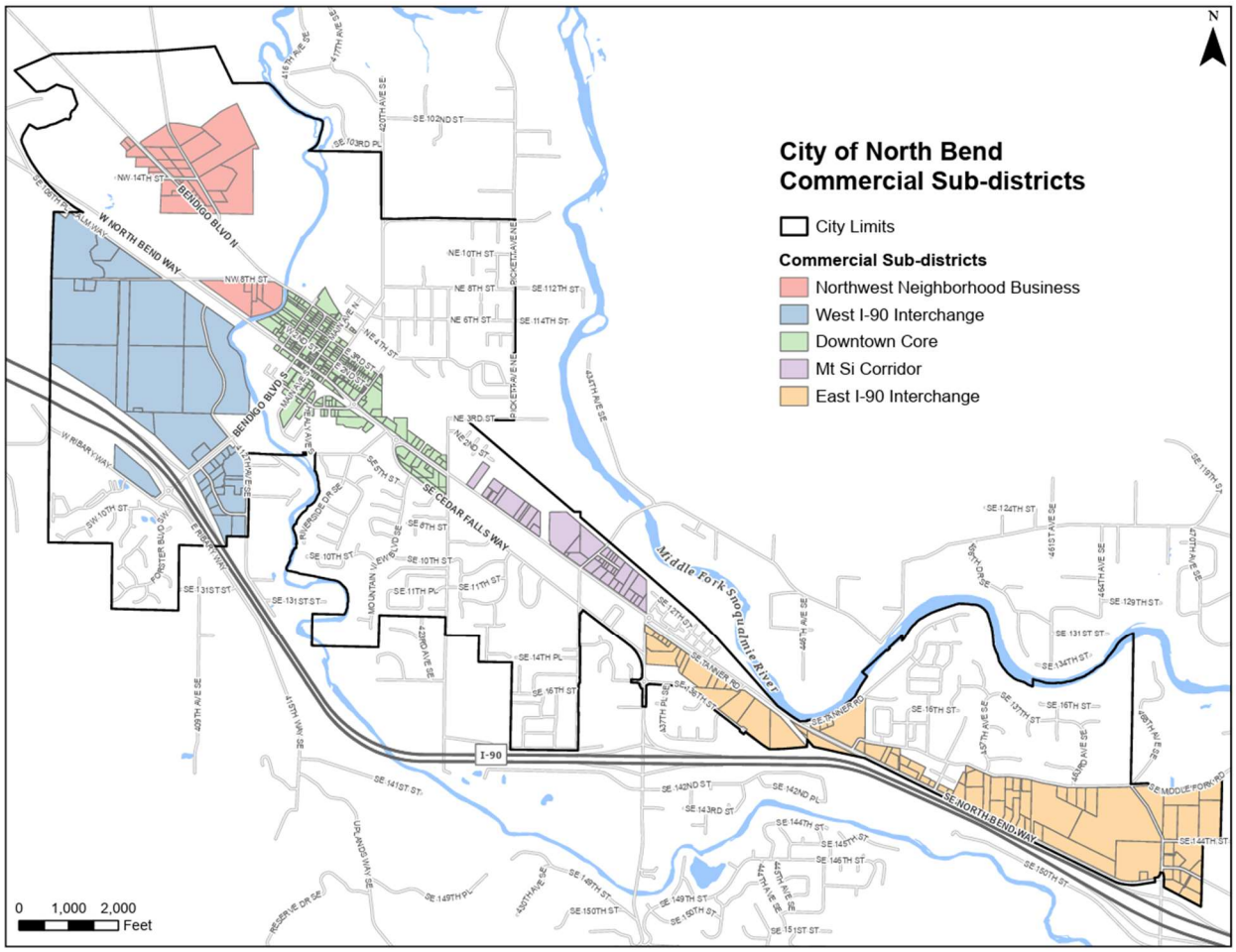
NBMC 18.34.050



Above: Desired sidewalk and streetscape character demonstrating appropriate tree spacing, sidewalk amenities, and building facades oriented toward the street with preferred architectural characteristics.

Above Left: An architectural rendering of preferred ground floor level details, including high transparency, pedestrian scale signage, separate bae materials below storefront windows, and pedestrian level awnings that protect users from inclement weather**. Above Right:** A physical example of preferred ground floor level details.

Above Left: Blank, uninterrupted walls are not permitted and should instead by treated with art, murals, or non-invasive plants.
Above Right: Maintaining natural viewsheds such as Mt. Si is critical to maintaining the desired character and aesthetic of North Bend.



Applicability

The Commercial/Mixed-use/Industrial Design Standards and Guidelines apply to all commercial and industrial zoning designations shown on the above map including: Downtown Commercial (excluding Historic District), Interchange Commercial, Interchange Mixed Use, Neighborhood Business, Neighborhood Mixed Use, Employment Park, and Business Park.

INTRODUCTION

The purpose of this document is to meet a number of objectives of commercial property in the city and urban growth area of North Bend. These objectives include:

- Enhancing the distinct natural and historical character that defines the City
- Encouraging high quality buildings and landscapes
- Supporting pedestrian movement
- Maintaining an appropriate scale and texture of development in the identified districts
- Directing context sensitive infill

1. Commercial and Industrial Zoning District Definitions

- **Downtown Commercial (DC):** DC is intended to provide specialty retail goods and a range of business, professional and other services complimentary with historic uses and consistent to the scale of the downtown area. Pedestrian orientation and amenities are emphasized and residential development is encouraged in dwelling units above commercial uses.
- **Neighborhood Business (NB):** Intended as general commercial areas that allow buildings that are smaller in scale than other districts. NB is a lower-intensity character for commercial areas west of the South Fork

Snoqualmie River. The NB zone accommodates specialized residential uses and other land uses including limited light manufacturing when conducted in isolation from residential zoning districts.

- **Neighborhood Mixed Use (NMU):** Intended as a supplementary general commercial area with a greater variety of residential uses permitted on the second story or above.
- **Interchange Commercial (IC):** Intended to accommodate commercial business that serve travelers off of the I-90 interchange. Buildings are permitted to be larger in scale than other districts and can operate on a 24-hour basis in some cases.
- **Interchange Mixed Use (IMU):** Intended to provide a transitional area between the IC zone and residential zones. IMU accommodates permitted residential and commercial development to maximize compatibility with adjacent land uses. Buildings are smaller in scale than the IC districts.
- **Business Park (BP):** Intended to provide areas for a variety of light industrial uses that are compatible with adjoining land uses. Second-story residential uses are permitted when mixed with compatible first-floor uses and limited commercial uses are permitted when needed to support employees of BP district.
- **Employment Park (EP):** Intended to provide areas for a variety of industrial uses including manufacturing, fabrication, and processing of natural and manmade materials. Large-scale and specialized industrial and commercial operations are permitted.

2. Commercial and Industrial Sub-District Definitions

- **Downtown Commercial District:** The central hub of North Bend zoned downtown commercial and identified by its small-town character and small historic district. There is a vibrant retail community and pedestrian friendly amenities.
- **West 1-90 Interchange District:** The area off of the western I-90 interchange zoned as BP, IC and IMU and defined by larger commercial businesses that typically cater to travelers and visitors to North Bend.
- **Mt. Si Corridor District:** The corridor along North Bend Way to the east of the commercial core with access to Mt. Si, Torguson Park and abundant views of natural amenities. The area is primarily zoned as NMU. There is access to housing and an opportunity for more commercial development to target visitors to Mt. Si.
- **Northwest Neighborhood Business District:** The area to the northwest of the commercial core zoned as NB and defined by its abundant open space and natural setting. There are development opportunities here and potential to improve access to community amenities.
- **East I-90 Interchange District:** The area off of the eastern I-90 interchange zoned as IC, NMU, and EP. The interchange is largely undeveloped but there is some industrial use and there are large lots that allow for development flexibility.

3. Architectural and Land Use Definitions

a. **Anchor Store:** A retailer or restaurant with a significant ability to attract frequent and abundant local and regional customers.
b. **Architecturally Finished Concrete (or Architectural Concrete):** Exposed concrete that will be permanently exposed to view and requires special care in selection of materials, forming, placing, and finishing to obtain an architecturally finished appearance.
c. **Awning:** A shelter that provides weather protection, usually constructed of non-rigid canvas or canvas-like materials on a supporting framework that projects from the exterior wall of a building.
d. **Bay:** Any division of a building between vertical lines or planes, especially the entire space included between two adjacent supports.
e. **Bioretention Swale:** A filtration system to treat stormwater runoff modeled after the biological and physical characteristic of an upland terrestrial forest or meadow ecosystem. They use vegetation, such as trees, shrubs or grasses, to remove pollutants from stormwater runoff constructed directly into a drainage channel or a swale.
f. **Building Height**: The vertical dimension of a structure measured from the base elevation to the top of the highest parapet wall, cornice, or coping of a flat roof. For sloping roofs, the height shall be measured to the midpoint of the highest gable or sloped plane. Where a building with multiple occupancies is located on a site which exceeds a slope of five percent, the calculation of height may be determined independently for each separately occupied space

g. **Building Massing:** The mass of a building is its three-dimensional form, bulkiness and relationship to exterior spaces. Massing that is "broken-up" to reduce bulkiness is preferred to a building form appearing oppressive or overly bulky.
h. **Building Modulation (Horizontal and Vertical):** Design technique that breaks the massing of large buildings down into smaller units by providing varying depths for exterior walls.
    i. Vertical Modulation: Used to make large buildings appear to be an aggregation of smaller buildings or to add visual relief to long stretches of monotonous facades. Techniques can include the use of architectural features, setbacks or varying rooflines.
    ii. Horizontal Modulation: Used to reduce the mall of multi-story buildings and provide continuity at the ground level of a large building. Building facades can be divided with horizontal elements so that the façade appears less massive than those with sheer, flat surfaces. Techniques can include stepbacks, balconies, and roof treatment.
i. **Build-To Line:** A front boundary setback expressed as a required distance from the street edge of the building envelope. In urban areas, the build-to line often corresponds to a zero front setback.
j. **Canopy:** An architectural projection that provides weather protection, identity or decoration and is supported by the building to which it is attached. A canopy is comprised of a rigid structure over which a rigid covering is attached.
k. **Class 1/Class 2 Pedestrian Street**: Roadways identified as key pedestrian areas along arterials, collector roads, and local roads. These classified routes are critical to the community's vision of the function, use, and visual aesthetic of the downtown core and supplementary commercialized areas. A classification map is located in Exhibit A at the end of this document.
l. **Clerestory Windows:** Windows located above either the plinth or canopy line of a building.
m. **Common Space (Interior):** Those spaces of the interior of a building that are shared in common by all tenants and visitors to the building. Common space includes by way of example, hallways, stairways, elevator shafts, un-staffed lobby areas, vestibules and common atriums.
n. **Cornice:** The decorative section just below the roofline. The cornice may be simple or ornate depending on building style.
o. **Court Yard:** An "outdoor room" or public gathering place created by at least three sides of a building or several buildings, generally at the building scale.
p. **Fore-Court:** An open area in front of a building's main entrance.
q. **Floor Area Ratio:** The gross floor area of all buildings permitted on a lot divided by the area of the lot. The permitted building floor area is calculated by multiplying the maximum FAR specified by the zoning district by the total area of the parcel. A permitted FAR of 2 would allow the construction of 80,000 square feet of floor space on 40,000 square feet of land (40,000 x 2 = 80,000).
r. **Gateway**: A community entry point into the downtown core that is often accompanied by visual characteristics (such as landscaping, signage, pedestrian pathway design, building frontages, etc.) that distinguish the downtown core from other areas of the community and create a sense of place.
s. **Grocery Store:** A store that predominantly sells general food supplies, pharmaceuticals and certain non-edible articles of everyday household use, such as cleaning products, soaps and paper products. Grocery stores do not include large or extensive sections dedicated to the sale of apparel, electronics, shoes, furniture or other goods.
t. **Kickplate:** A plate applied to the face of the lower rail of a door or sidelight to protect against abrasion or impact loads.
u. **Light Cut-Off:** An artificial outdoor lighting fixture designed to direct light downward and prevent light from being emitted outside the designed lighting area.
v. **Lintel:** A horizontal structural beam above an opening, such as a window or door, which may be expressed externally as an architectural feature.
w. **Lobby:** An entrance hall or foyer immediately inside the door of a building.
x. **Massing**: See "Building Massing"
y. **Mixed Use (Horizontal and Vertical):** Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
    i. Vertical mixed use refers to the uses being stacked on top of each other in a multi-story building.
    ii. Horizontal mixed use refers to uses arranged next to one another on the same parcel, either attached or detached.
z. **Modulation**: See "Building Modulation"

aa. **Parapet:** The upper part of a wall, often used to hide roofs and decorated for architectural interest.
bb. **Pervious Paving (Also Porous Pavement or Permeable Paving)**: A paving method for roads, parking lots and walkways that allows the movement of water and air through the paving material. Pervious materials allow precipitation to percolate through areas that would traditionally be impervious and instead infiltrates the stormwater through the soil below. Examples include: porous asphalt, concrete, paving stones, or bricks and grass pavers.
cc. **Plaza**: A paved open square or market place in a city or town for use by the public.
dd. **Plinth**: The base or platform upon which a wall, column, pedestal, statue, monument, or structure rests.
ee. **Rain Garden**: A planted depression that is designed to absorb rainwater runoff from impervious urban areas like roofs, driveways, walkways and compacted lawn areas. Rain Gardens are similar to bio-retention swales, but do not slope to a destination.
ff. **Roofs (Gable, Hipped, Shed)**:
    i. Gabled Roof: Gabled refers to a roof identified by the straight slope falling from ridge to eave, creating a peak or triangle on the side or front façade. Gabled houses have rakes on the gable facades and eaves on the non-gabled facades.
    ii. Hipped Roof: Hipped roofs avoid having a peak or triangle at the roof junction by breaking the roof plane along the slope line, allowing the roof to bend or wrap around the house and eaves on all sides.
    iii. Shed Roof: A gabled roof with a single roof face falling away from the main building. Shed roofs are often used for porches and additions.
gg. **Scoring:** A technique used to break up a sidewalk by patterning grooves in the concrete for aesthetics, and in some cases, to provide traction for pedestrians.
hh. **Shall**: Mandatory and not discretionary.
ii. **Single-user:** A single user **shall** mean a single establishment that shares checkstands, management, controlling ownership interest, storage areas, or shared ingress and egress into the establishment.
jj. **Should**: Recommended and discretionary, but not required.
kk. **Sun Screen/Sun Shade:** Attached projecting, architectural feature designed to provide shading from the sun. A sun screen/ sun shade is a rigid structure and can add a decorative element to building design, but provides a functional energy conservation benefit to the building by deflecting solar heating away from building windows or walls.
ll. **Transom Windows:** A window above a door that is usually hinged to a horizontal crosspiece over the door.

Basic Development Standards

A. Floor Area Ratio

Floor Area Ratio (FAR) is the amount of floor area within a building as a multiple of the lot area to regulate bulk and density for all uses. FAR offers design flexibility and, when paired with design standards and guidelines, provides an effective tool for meeting neighborhood and business district urban design goals whenever new development is proposed.

A-1 Base FAR Standards, Per District

The following FAR standards represent the basic allowable FAR that can be developed within each applicable zoning district, without FAR bonuses.

	Basic Allowable "As of Right"	
Zone	Non-Residential	Residential
NB	.75	1.0
NMU	.75	2.0
DC	1.5	2.0
IC	1.0	1.0
IMU	.75	1.0
BP	.75 exclusive professional office	-
EP-2	.75	-

A-2 Maximum FAR Standards, Per District
The following table provides the maximum allowable FAR developable when FAR bonuses are used.

Zone	NB	NMU	DC	IC	IMU	EP-1BP	EP-2
District							
Northwest Business	1.0/2.0	1.0/2.0	-	-	-	-	-
West I-90 Interchange	-	-	-	1.5/2.0	1.0/2.0	-	-
Downtown Commercial	1.0/2.0	1.0/2.0	2.0/3.0	-	-	-	-
Mt. Si Corridor	1.0/2.0	?1.0/2.0	-	-	-	-	-
East I-90 Interchange	-	-	-	-	-	-	-

Non-Residential/combined Residential and Non-Residential uses

Notes:
1. The following **shall** be excluded from floor area calculation:
    - Space below grade
    - Space dedicated to parking
    - Mechanical spaces
    - Elevator and stair shafts
    - Unstaffed lobbies and common spaces, including atriums
    - Space used for any bonused feature

2. Hotels **shall** be considered residential for the purpose of this chart.

A-3 FAR Bonuses
Contributing bonus features from the table below, where appropriate and applicable within the context of the specific design guidelines for the district, will allow a development proposal to meet the Maximum FAR identified in Table A-2, above.

Bonus Features Allowing Increased Floor Area Ratio

Feature	Additional Floor Area for each Feature
Street level retail, including all elements from Guideline C-3b, Ground Level Facades	100 sf of floor area for each lineal foot of retail frontage
Additional Streetscape Features:	
Public Plaza	5 sf of floor area for each sf of plaza
Public Art	10 sf of floor area for each $100 of valuation
Structured Parking	0.5 sf of floor area for each sf of required parking above grade
Below Grade Parking	1 sf of floor area for each sf of required parking below grade
Sustainable Design:	
Pervious pavement (porous pavers, grasscrete, etc.)	1 sf of floor area for each sf of pervious pavement
Green Roof	2 sf of floor area for each sf of green roof
Sun Screens	4 sf of floor area for each sf of sun screen
Rain Garden	1 sf of floor area for each 3 sf of rain garden area

B. Maximum Building Height
Maximum building height **shall** be as established in Chapter 18.10 of the North Bend Municipal Code.

C. Ground Floor Commercial Tenant Space

Zoning District	Maximum Ground Floor Commercial Tenant Space
NB, NMU	Any single user of ground floor retail or commercial space **shall not** exceed 15,000 sq. ft., except a grocery store, which **shall not** exceed 50,000 sq. ft.
IC, IMU	Any single user of ground floor retail or commercial space **shall** not exceed 18,000 sq. ft., except a grocery store, which **shall not** exceed 55,000 sq. ft.
BP, EP	Any single user of ground floor retail space **shall not** exceed 20,000 sq. ft., except a grocery store, which **shall not** exceed 55,000 sq. ft.

Notes:

1. Single user: "A single user **shall** mean a single establishment that shares check stands, management, a controlling ownership interest, storage areas, or shared ingress and egress into the establishment."

2. A single user may extend their use to upper floors, provided that the overall square footage of the use may not exceed the size limitation prescribed above for the ground-floor use.

A. Site Design

A-1 Responding to Site Characteristics and Significant Natural Features

Intent

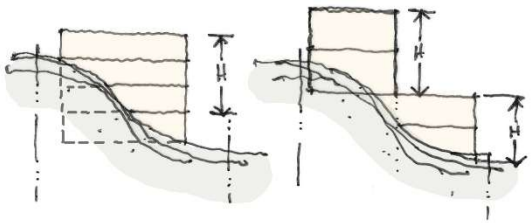
To ensure structures built on a site are located and designed in response to specific site conditions and opportunities such as unusual topography, significant landscape, prominent intersections, views or other natural features.

1. Consideration **should** be given in the site design to the following:
    a. Existing trees **should** be incorporated into the design of projects when feasible. Tree-protection and preservation regulations and clearing and grading permit guidelines are found in North Bend's Landscape Regulations and Clearing and Grading Regulations.
    b. New development **should** incorporate existing features related to the culture and history of the site or geographic area where practical. For example, historic sites and buildings and/or cultural locations **should** be preserved and included as part of the project.
    c. Adjustments to the siting and massing of a building **should** enable the preservation of public or private views of local features such as Mt. Si, Rattlesnake Mountain, National Scenic Byway viewshed and Snoqualmie River tributaries. A number of techniques can be used to achieve this (e.g., tree preservation, building location, building design, roof forms).

Shown Above: Significant tree retained with development.

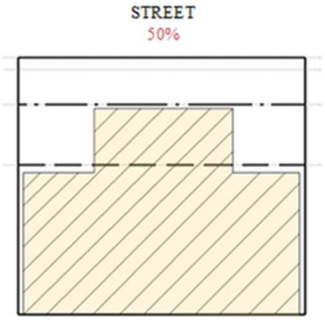
Shown Below: Careful site planning can help preserve natural features and protect sensitive conditions on a site.

d. Development within the immediate view shed of Interstate-90, a National Scenic Byway, **should** be located and designed using techniques that blend and/or maximize compatibility of structures with the forest and pastoral landscapes of North Bend.
e. Reflect, rather than obscure, natural topography. For instance, buildings **should** be designed to "step up" hillsides, rather than cut and fill, to accommodate significant changes in topography.
f. Buildings and parking **should** be clustered on a site to preserve open space and view corridors.

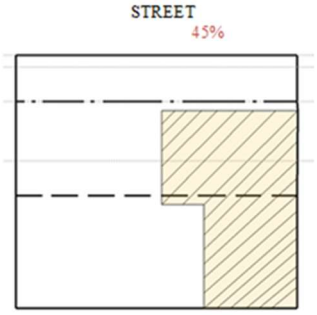


Shown Above: Example of minimal slope disturbance.

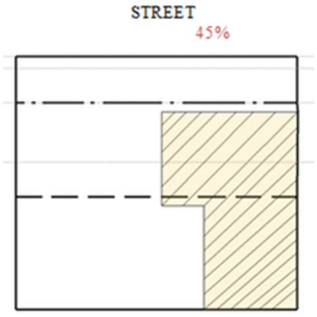
A-2 Streetscape Design



Neighborhood Business RBL



Interchange Mixed Use RBL



Interchange Commercial RBL

Intent

To locate and orient buildings to define public streets and civic spaces, such as plazas.

1. Build-to line. To reinforce an active pedestrian experience appropriate for different types of business districts, and to set the appropriate street façade precedent in other areas, the following "build-to" lines are required.

Standards:

Required Street Façade Building Line (RBL) by Zone:

DC: See Form Based Code.

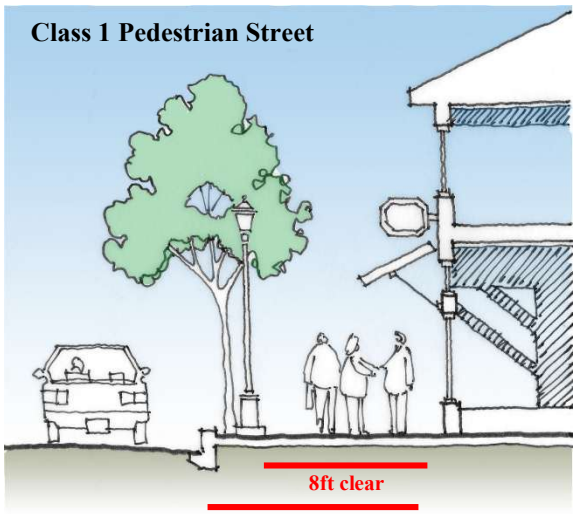
NB and NMU: Street Façade **shall** be built out to no less than 50% of the RBL for the first 10 feet of the depth of the lot. The remaining 50% may not be set back more than 10 feet from the RBL.

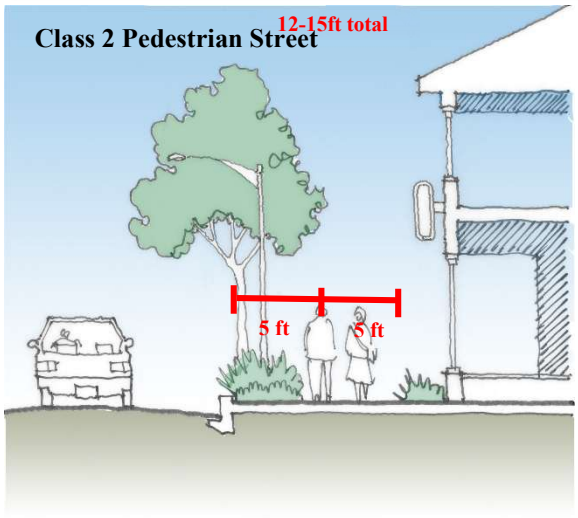
IMU: Street façade **shall** be built out to no less than 45% of the RBL for the first 30 ft of the depth of the lot.

IC: Street façade **shall** be built out to no less than 45 percent of the RBL for the first 30 ft of the depth of the lot.

BP and EP: n/a

Notes:
1. Plazas or fore-courts at street level and abutting the sidewalk **shall** be allowed to encroach into the Building Line as long as at least 60% of the buildings linear frontage meets the RBL and lot depth requirement. Please refer to guideline A-4, Pedestrian Open Space, for further guidance





A-2a Sidewalks

Intent

To provide safe, comfortable streets and sidewalks that encourage walking.

1. On Class 1 Pedestrian Streets: New buildings **shall** be set back at sufficient distance to a minimum of 12' and a maximum of 15' of sidewalk, with a clear zone of at least 8 feet for pedestrian travel. Street trees **shall** be provided in tree pits of a minimum size of 4-feet by 6-feet.

2. On Class 2 Pedestrian Streets: Sidewalk area **shall** maintain a clear zone of 5 feet for pedestrian travel and 5 feet for street tree area or planter strip.

Notes:
1. Refer to Map in Appendix for specific Class 1 and 2 street designations.

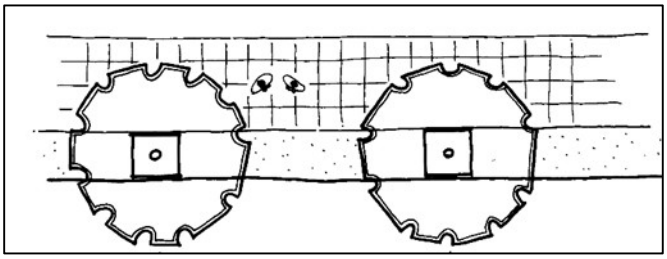
A-2b Street Trees

Intent

To support the natural setting as fundamental to the character of North Bend.

1. Street trees **shall** be placed equivalent of one every 30 feet in tree grates or 4-foot-wide planted area. In less formal commercial areas, trees may be grouped.

Shown Above: Example of broom-finished, 2' by 2' scored sidewalk



30 ft on center

A-2c Streetscape Amenities

Intent

To reinforce a cohesive image and ensure that streetscape elements can be well maintained without excessive costs.

A-2c.1 Street Furnishings

1. *Use City-approved standardized fixtures for benches, trash receptacles and bike racks located in the public right-of-way.*

A-2c.2 Exceptions to Street Design Standards and Street Improvement Standards

1. Where street design width and street improvements are required from a development project pursuant to this section, but such improvements are not feasible due to existing constraints, the City Engineer may approve an alternate design and/or layout to accommodate for the constraint, provided that the overall intent of these standards is met.

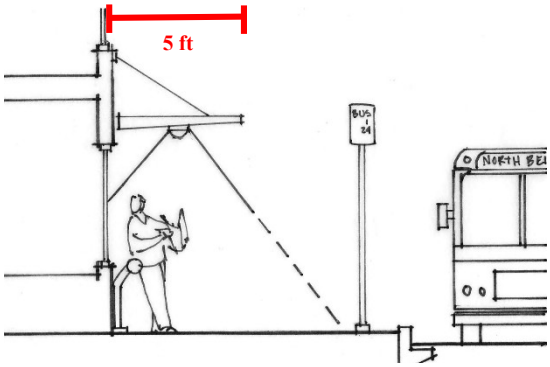
2. Where mature, healthy forested vegetation exists within an existing right-of-way and frontage improvements are required, the applicant **shall,** where possible in consideration of other constraints such as utilities, place the sidewalk such that the vegetation may be preserved. This may require further dedication of right-of-way. The City may waive on street parking lanes or accommodate reduced street widths to preserve such vegetation.

Shown Above: Examples of street furnishings.

Shown Above: Mature forested vegetation within the right-of-way contributes to the rural natural character of many areas of North Bend and **should** be preserved wherever possible.

Shown Above: Clear pedestrian connections from internal site to existing sidewalk.

Shown Below: Example of easily accessible transit shelter adjacent to sidewalk within a landscaped setting.



Shown Above: Appropriately scaled canopy as shelter space, defined by the height and depth (min 5 ft), for bus riders on a transit route.

Lighting is an important consideration when opaque material is used for a canopy. The illumination of light-colored undersides is important to increase security after dark.

A-2d Pedestrian and Transit Connections

Intent

- **Design the site access and circulation routes with pedestrian comfort and ease of access in mind.**
- **Create parking lots and building service ways that are efficient and safe for both automobiles and pedestrians.**
- **Provide direct and safe access along, through and to driveways and adjacent developments or city streets.**
- **Encourage the use of mass transit by providing easy access to pleasant waiting areas.**

1. Pedestrian building entries **shall** connect directly to the public sidewalk. Entries **shall** also connect to adjacent developments if feasible.

2. Internal pedestrian routes **shall** extend to the property line and connect to existing pedestrian routes if applicable. Potential future connections **shall** also be identified such that pedestrian access between developments can occur without walking in the parking or access areas. Walkways **shall** be a minimum 5 feet in width.

3. On-site open space **shall** be linked to public open space on adjacent or nearby sites unless otherwise approved by the City. Linkages to designated public open space and recreation areas and to opportunity areas identified in the North Bend Parks Element **should** be established.

A-2e Transit stops/ Bus stops

Transit stops and improvements **should** be provided where appropriate to meet the intensity of use and expected demand. Transit stops **should** include shelters, seating areas, and wider (e.g., eight feet or wider) sidewalks. Development proposals adjacent to existing or proposed transit stops are encouraged to provide canopies, lean bars and/or benches integrated into the design of the structure in lieu of separate shelter structures.

1. When a transit stop is located in front of or adjacent to a parcel, pedestrian connections linking the transit stop directly to the new development **shall** be provided.

A-3 Pedestrian Open Space

Intent

To encourage conforming, accessible, and aesthetically pleasing public gathering places that cater to pedestrians and meet the needs of the intended users.

A-3a Plazas, Courtyards, and Seating Areas

1. Plazas or Courtyards **shall** be constructed when required under A-4b, below, or when utilized for the optional FAR bonus. Plazas, courtyards and seating areas are encouraged in larger-scale buildings or developments, particularly when restaurants or retail uses are anticipated.

2. Such space **shall** be located where it is visible and accessible from either a public sidewalk or a pedestrian connection within or adjacent to the site. Such space **shall** have a minimum width of 30 feet and a minimum depth of 20 feet, unless otherwise approved by the City due to site constraints.

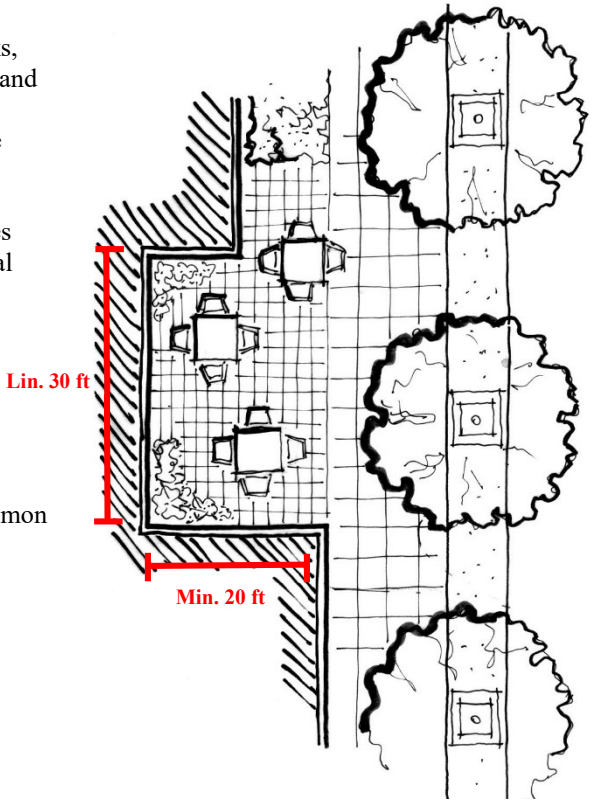
3. Oriented amenities:
    a. Hardened surfaces with enhanced treatment, such as concrete with decorative brick pavers, or permeable pavement surfaces;
    b. Benches and/or other seating (e.g., seating integrated with landscape plantings or tables with built-in seating);
    c. Pedestrian-scale lighting for area use and security; and
    d. Landscaping, including shade trees.

4. Optional plaza features include outdoor sculptures, fountains, kiosks, etc. Seating **should** be located for maximum solar exposure, views and proximity to activity centers such as building entries or walkway intersections. Seating opportunities for small groups **should** also be available.

5. Safety. Site design **should** allow pedestrians to see the public spaces and activities occurring on a site and **should** avoid creating potential entrapment areas. Buildings **should** be arranged on the site to have visual access and/or overlook pedestrian routes, and plazas.

Shown Above: Corner pocket plaza along public sidewalk.

Shown Below: Plazas create spaces at street level for pedestrian-oriented activities. Take the "indoors" outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and bringing the "outdoors" into the private realm by opening spaces up to sunlight and views of sidewalk activity.



A-3b Mixed Use Building with Residential Component

1. Any residential unit within a mixed-use building **shall** provide common space as provided per Chapter 17.25 of the North Bend Municipal Code.

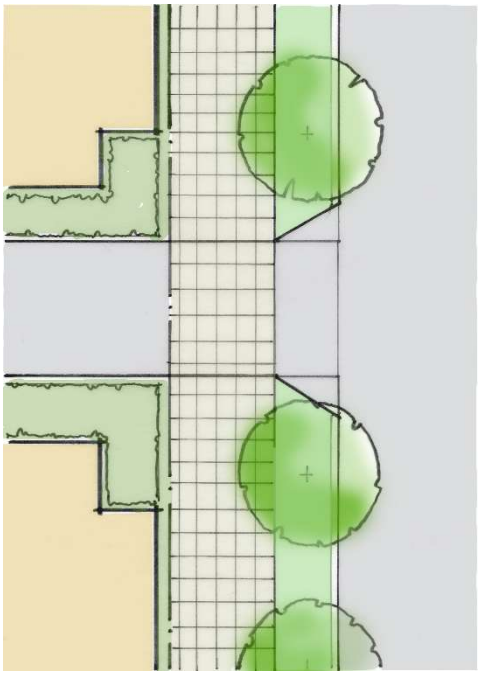
A-4 Vehicular Access

Intent

- **Reduce the number of driveways (curb cuts) in order to improve pedestrian, bicycle and auto safety by reducing the number of potential points of conflict**
- **Improve the streetscape character to enhance pedestrian activity in retail/multi-family/commercial areas.**

1. Vehicle access **shall** be provided in the following order of priority:
    a. Alley, where feasible;
    b. For corner parcels, access **should** be off the secondary street;
    c. Share the driveway with an adjacent property

2. Drive-thru lanes **shall not** be allowed between the building and the public right-of-way



Shown Above: Driveway dimensions design, and distance from streetscape elements.

Shown Above: Shared driveway for commercial use.

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A-5 Location and Layout of Parking

Shown Above: Pedestrian connection through parking lot.

Intent

- **Create adequate parking for each development, but keep the cars from dominating the streetscape.**
- **Improve pedestrian access from the street by locating buildings closer to the street and defining the street edge.**
- **Provide direct pedestrian access from the street, sidewalk, and parking.**
- **Integrate pedestrian and vehicular access between adjacent developments.**

A-5a Plazas, Courtyards, and Seating Areas

1. In addition to the following standards, all parking **shall** be designed in accordance with NBMC Chapter 18.16, Parking Regulations.

2. Locate parking behind, to the side or under buildings, unless unfeasible due to environmental constraints. Within the BP and EP districts, locate the majority of the parking to the rear or side of the building. On Class 1 Pedestrian-oriented streets parking is not permitted between the building and the street. For each zoning designation, there is a maximum percent of total parking spaces that may front the primary street:

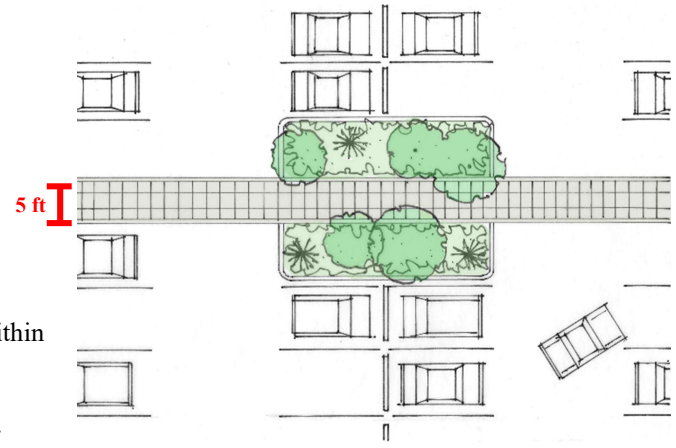
Shown Below: Parking located to the rear of a commercial building.

Zone	Max Parking Area Fronting the Primary Street
DC	Not Allowed
NB/NMU	Not Allowed
IMU	45%
IC	45%
BP, EP –	Not Applicable

3. No parking lots may be on corner locations adjacent to public streets.

4. FAR Bonus for structured and below grade parking

A-5b Paths within Parking Lots



1. Pedestrian walkways in parking lots larger than 50 stalls **shall** be delineated by separate paved routes that meet federal accessibility requirements and use a variation in textures and/or colors as well as landscape material.

2. Pedestrian routes **shall** be provided at least every 120 feet within parking lots larger than 50 stalls.

3. Pedestrian pathways **shall not** be less than five feet in width.

4. Where possible to facilitate internal traffic circulation between the parking areas of adjacent developments, allow a two-lane access lane, not exceeding a total width of 24 feet, located behind the front façade.

A-5c Parking Lot Landscaping

1. Surface parking lots **shall** meet the requirements set forth in NBMC Chapter 18.18, Landscaping Regulations.

2. Surface parking along public streets must be screened by one or a combination of the following:
    a. To visually break up the expanse of large parking lots, larger consolidated landscape islands **should** be used in place of greater numbers of smaller landscape islands, to accommodate groves of larger tree species such as native evergreens.
    b. Raised planter walls planted with a minimum 80% evergreen shrubs not exceeding a total height of 3 feet.
    c. A 15-foot type-II landscape buffer, as described in NBMC Chapter 18.18.

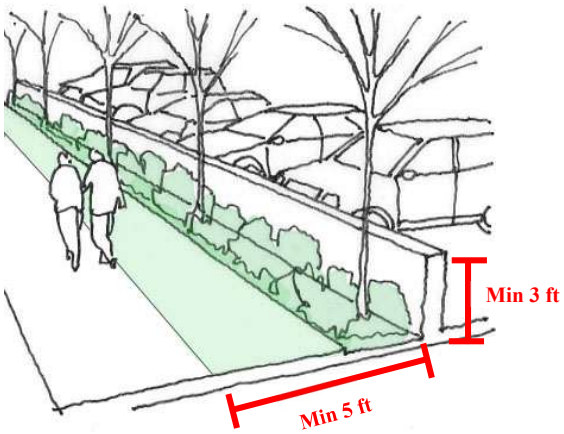
3. All screening elements **shall** provide clear views between 3 and 8 feet above the sidewalk for surveillance purposes.

4. To visually break up the expanse of large parking lots, larger consolidated landscape islands **should** be used in place of greater numbers of smaller landscape islands, to accommodate groves of larger tree species such as native evergreens.

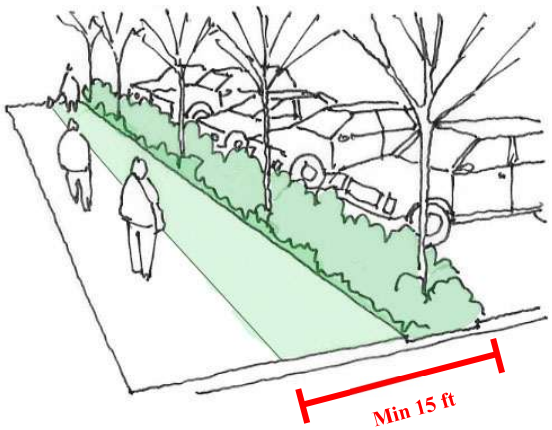
Shown Above: Example of low wall and landscaping.

Shown Below: Consolidated landscape island in a large office park parking lot.

Ex: Combination of Low Wall and Landscaping



Ex: Landscape Buffer Meeting Screening Requirements



A-6 Screening of Site Utilities, Storage, Trash, and Service Areas

Intent

To screen service, loading and trash storage areas and rooftop mechanical equipment from public view, and minimize noise and odor.

1. Trash and recycling storage, utility vaults, and other above grade utilities **shall** be enclosed and screened from view by:
    a. Masonry or heavy timber walls, or
    b. Combination of fencing and 3-ft. wide landscaping the height of objects being concealed, or
    c. Three feet wide landscaping the height of objects being concealed, or
    d. An evergreen non-invasive vine covered trellis minimum 5 feet high.

2. Trash containers, dumpsters and recycling areas **should** be located near and accessed from the alley if one exists.

3. Where feasible, build a trash room within the building.

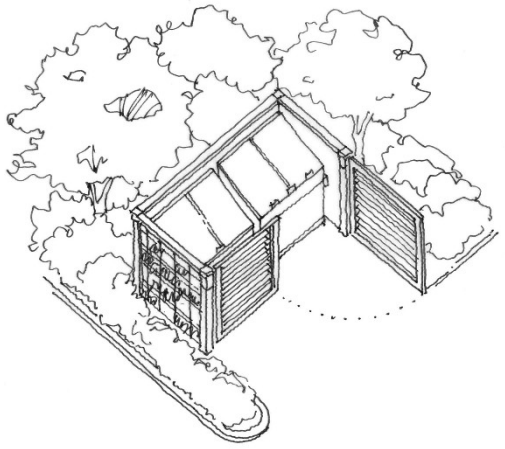
4. Where feasible, attach utility/mechanical areas to the building structure as part of the massing of the building.

5. If adjacent to single family zones, trash, recycling, utility and mechanical equipment **shall not** be placed within the required setback.

6. Chain link fencing is not allowed for screening site utilities, storage, and trash and service areas.

7. Rooftop mechanical equipment **shall** be set back and screened from view using colors and materials consistent with those on the building.

8. For those areas of outdoor storage yards fronting to a public street that are not located behind a building, a landscape buffer **shall** be provided between the storage yard and street, as described in the land use performance standards in NBMC 18.10.050.



Screening with generous landscaping and combination of heavy wood and vine covered trellis.

Example of a dumpster enclosure incorporated within the building.

Commercial building using a setback parapet, or "utility penthouse," to screen mechanical equipment.

A-7a Landscaping

Frontage landscaping is less effective when located behind fencing.

Intent

To screen service, loading and trash storage areas and rooftop mechanical equipment from public view, and minimize noise and odor.

1. All landscaping **shall** be designed in accordance with NBMC Chapter 18.18, Landscaping Regulations.

2. Fencing along the front of a property **shall** be located behind any required frontage landscaping.

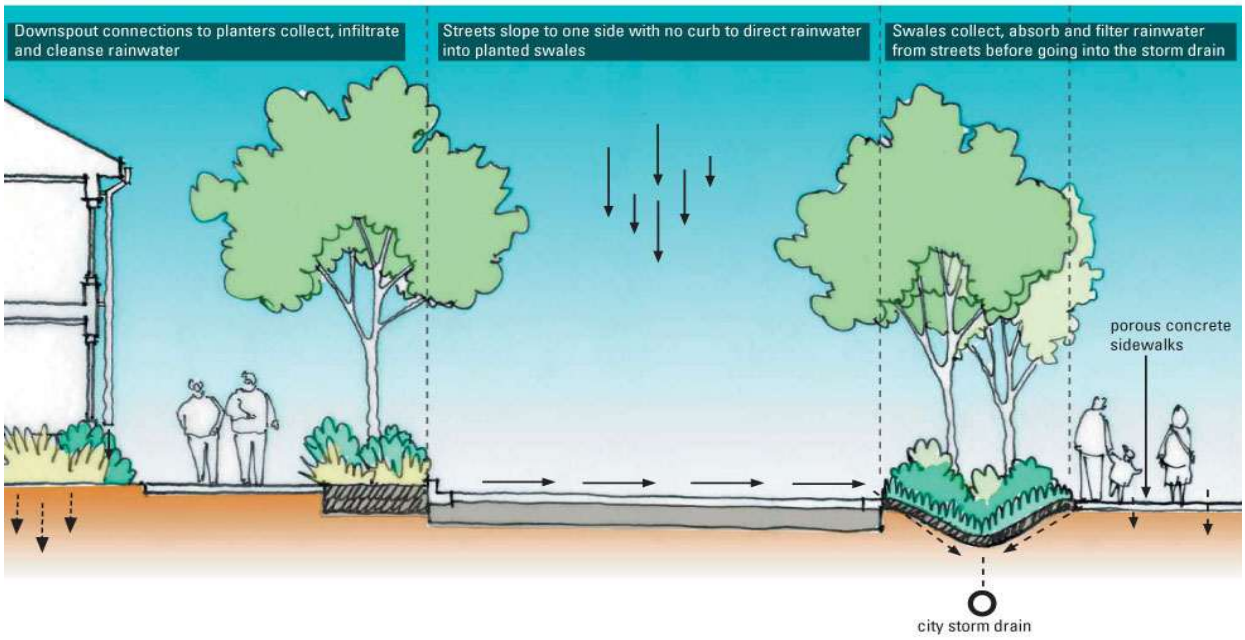
3. Where site topography reveals unattractive areas such as parking lots or storage or service areas, the type of landscaping **should** be considered consistent with the topographic factor to adequately screen such areas.

A-7b Landscaping for Stormwater Management

1. Natural landscaping **should** be incorporated into biofiltration swale design so the swale is located and designed as a positive landscape feature.

2. Trees are encouraged and **should** be planted such that they will not inhibit vegetative growth within the swale.

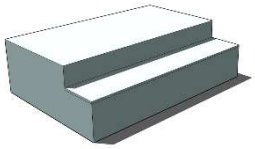
3. Drainage swales **should** be planted with native plantings or grasses (e.g., sedges) which are tolerant to water or wet conditions.



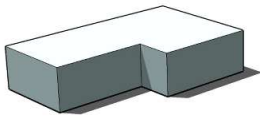
Low Impact Development (LID) Methods for capturing and filtering storm water run-off in an urban setting.

B. Building Form

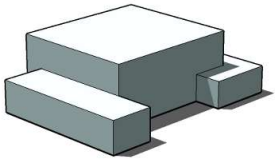
Building height and modulation guidelines are essential to create diversity in building forms, minimize shadows cast by taller buildings and to ensure compliance with the city's Comprehensive Plan. Preserving views to the mountains are an important part of North Bend's character and urban form, and these guidelines aim to contribute to this quality.



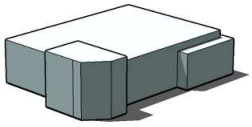
A. Step-Back



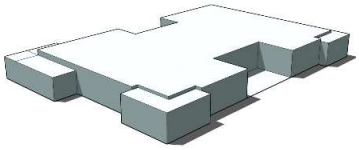
B. Building Jog



C. Separate Volumes



D. Separate Volumes



E. Separate Volumes (large one-story building)

B-1 Massing

Intent

- **Encourage human scape elements in building design**
- **Reduce bulk and mass of buildings**
- **Masses may be subdivided vertically or horizontally**

Standards:

Building Size	Footprint	Required Massing
Small	<10,000sf	One building mass
Medium	<20,000sf	2 building mass (fig. a and b)
Large	>20,000sf	3 building mass (fig. c-e)

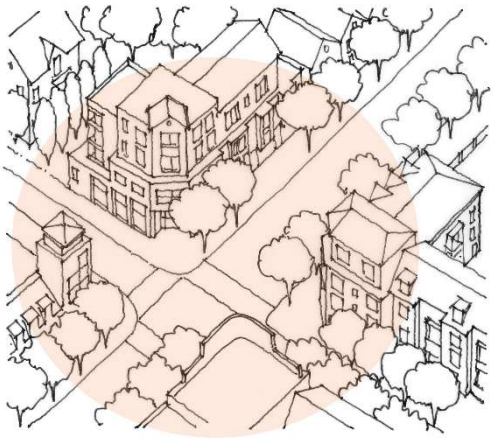
1. No single building mass or volume may exceed 75 percent of the total volume of the building, defined by the building footprint multiplied by the building height.
    a. Building massing relying on differing roof heights must have an offset height of at least 2 feet.
    b. The applicant **shall** provide massing information on floor plans, building elevations, roof plans, and any 3D images or axonometric drawings.
2. Building size limitations **shall** be adhered to (see Table).
3. Elements being used to count as massing **shall** not be used as wall modulation elements.
4. The preferred order for the use of massing options is as follows:
    a. setbacks above the ground or at the second level;
    b. offsets from the main structure of 10 feet that break up the foundation line to define each mass;
    c. distinctive volumes defined by roof forms and/or 2-foot minimum parapets.
5. Base/Middle/Top. In order to reduce the apparent bulk and maintain pedestrian scale of three story or taller buildings and walls of industrial buildings greater than 18 feet in height, a sense of "base", "middle", and "top" **shall** be provided through the use of differing materials, textures and colors using aesthetically balanced vertical composition.
6. Upper-level building setbacks. Provide a minimum 5-foot setback or other form of articulation of massing from the primary building façade for any floors above the second floor to help create human scaled environments and prevent over-shading the street.
7. For buildings with an east-west façade greater than 150 feet in length fronting to North Bend Way, at least 40% of the street facing façade of the building **shall** be offset by a minimum of 25 feet from the rest of the

building to reduce the apparent mass of the building and preserve views of surrounding topography from public street.

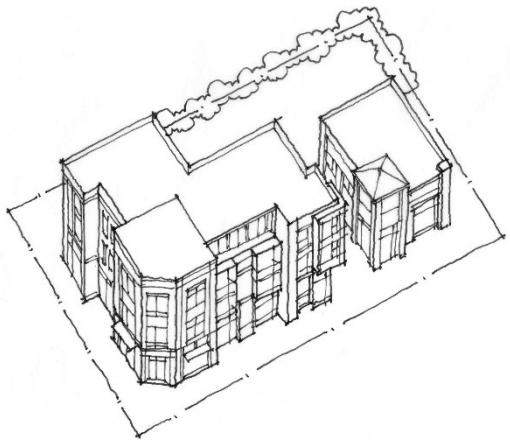
Shown Above: A massing offset in height and façade depth helps break down the apparent mass of this commercial/industrial building.

Shown Above: Larger commercial building that is broken into distinct masses to reduce its scale.

Shown Below: Large development site meeting massing requirement with two buildings rather than one: a small commercial building and a medium building with two masses (corner volume and building jog).



Shown Below: Orient building massing to the corner to create a commercial activity nodes.



B-2 Alternative to Building Massing

1. Creation of Public Open Space. A project, excluding a mixed-use building containing a residential component, may exchange one building mass requirement for the creation of a public open space of a minimum of 1,500 square feet. In commercial zones, this open space **shall** be a plaza with amenities, benches, tables, trees and other elements. The plaza **shall** extend to the sidewalk and provide direct access to building entries. In more residential areas, open space may be a pocket park.

Pocket plaza with landscaping and seating areas.

B-3 Roof Forms and Modulation

A corner turret interrupts this otherwise flat roof.

Intent

- **To break up the overall massing of the roof**
- **Create human scale in the building**
- **Use roof forms to identify different functional areas within the building**

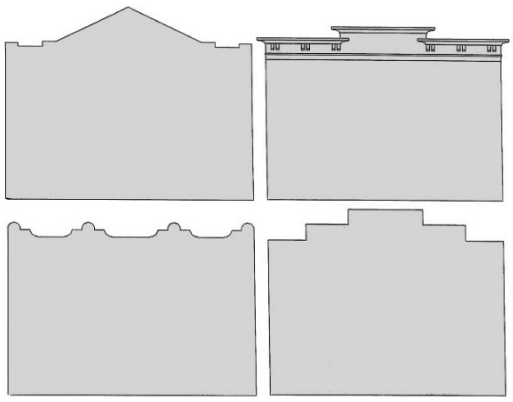
Roof Form

1. Flat, unembellished rooflines on street-facing facades **shall not** be allowed. Buildings with a linear frontage longer than 60 feet **shall** modulate the roofline with differing heights or parapets, different type of roof forms, or other significant roof articulation on the primary façade.

2. Roofs must be modulated, interrupted or punctuated through a variety of elements appropriate to the building's use(s) and the site's context. Consider the following when applying the above standards to the design of a project:

    a. Projections, overhangs, cornices, trellises, stepbacks, brackets holding overhangs, and changes in material which give design attention to roof edges;
    b. Pitched roof forms, with a slope between 4:12 and 12:12 can help reduce the bulk and scale of a commercial building and create transition to residential zones, where appropriate.

    c. In the IC district, larger buildings are generally assumed to use a flat roof. A decorative parapet **should** be used to articulate such rooflines.
    d. In the BP and EP districts, larger buildings are generally assumed to use a flat roof. In such cases, buildings **shall** incorporate measures to differentiate unbroken roof planes (e.g., well-defined cornices and parapet designs).



roof parapet treatments:
top left - pediment
top right – cornice molding
bottom left – cresting
bottom right – stepped front

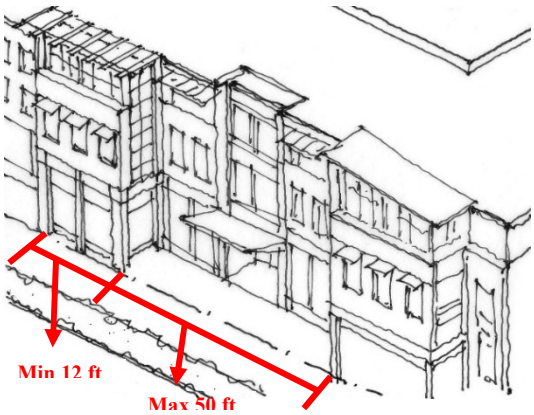
3. The tallest buildings allowed (55 ft) **shall** employ a steep pitched roof form (not less than a 6:12 average for those portions above 45 ft in height) to reduce the appearance of bulk and mass.

A well-modulated roof line with distinctive features such as dormers can break up an otherwise long façade and lead the eye down the street. A turret or other special roof feature can help emphasize a corner location.

B-4 Wall Modulation

Shown Above: Example of smaller scale wall modulation standard.

Shown Below: Example of larger scale commercial wall modulation standard.



Intent

- **To let more light and air into the building**
- **Break up large building mass and scale of a façade**
- **To avoid stark and imposing building facades.**
- **To create a pedestrian scale appropriate to North Bend**
- **To become compatible with the surrounding built environment**

1. Retail and Office Buildings:
   <u>Medium Buildings (50-100 ft of linear façade):</u>
   a. There **shall** be a maximum of 30 feet between wall modulation elements on the street-facing façade.
   b. Modulation elements **shall** have a minimum of a 3-foot projection or recession from the façade and be a minimum of 8 feet in length

   <u>Large Buildings (>100ft of linear façade):</u>
   a. There **shall** be a maximum of 30 feet between wall modulation elements on the street-facing façade. There **shall** be a maximum of 50 feet between wall modulation elements on the street-facing façade.
   b. Modulation elements **shall** have a minimum 6-foot projection or recession from the façade and be a minimum of 12-feet in length.

2. Warehousing and Large Industrial Buildings:
   Because of the nature of warehousing and large industrial buildings and need for greater flexibility of space, wall modulation on the street-facing façade **shall** be provided by a combination of at least three of the following measures:
   a. Modulation elements consistent with that required for large retail and office buildings above, only modulation elements **shall** either have a minimum 1-foot projection or recession from the façade, and/or use a different color, texture and material from the rest of the facade;
   b. Modulation of roof cornice treatments, with a maximum of 50 feet between modulations;
   c. Sunscreens on a minimum of 40% of windows on the street facing façade;
   d. A minimum of 30% transparent windows and openings for the office portion of the building facing the street;
   e. A 20’ deep x 15’ wide foundation landscape area planted with Type I landscaping for every 75 feet of building wall.

3. Wall modulation elements may include, but are not limited to:
   a. Bays
   b. Entries
   c. Balconies or decks

Façade broken up with balconies, bays, and materials.

4. Infill development in close proximity to historic buildings **shall** be compatible with the scale, architectural qualities and traditional uses of these resources.

C. Building Façade

Building facade guidelines ensure that the exterior of buildings, the portion of buildings that defines the character and function of a place, is of high quality and demonstrates the strong sense of place and integrity valued by the residents of North Bend.

Front façade addressing pedestrian-oriented street.

Canopies provide weather protection and facilitate outdoor display of merchandise.

C-1 Orientation to the Street

Intent

To reinforce the character of the streetscape by encouraging the greatest amount of visual interest along the ground level of buildings facing pedestrian streets.

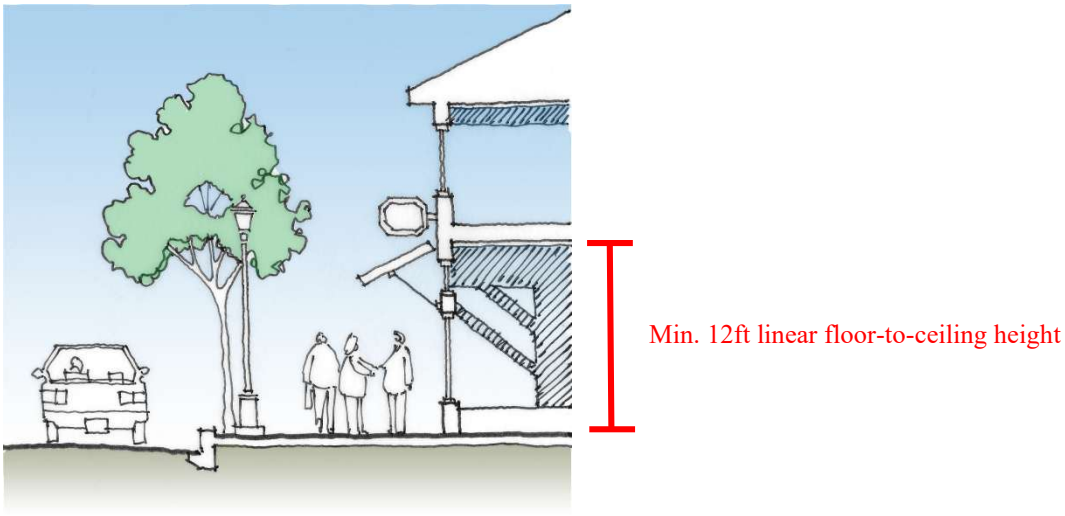
Building Set to Back of Sidewalk

1. The front building facade and main entrance to all residential and nonresidential buildings **shall** be oriented toward a primary street and set to the back of the sidewalk, with the exception of providing open space for public use such as plazas, courtyards and seating areas, or the required sidewalk width. Within the BP and EP zones, non retail buildings **shall** be oriented to the primary street, but may be set back from the sidewalk pursuant to the district specific standards of this Chapter.

2. Minimum height of ground level retail space **shall** be 12 feet floor-to-ceiling. However, all ground level commercial space within the NMU and NB zones along Class 1 Pedestrian Streets **shall** provide no less than 12-foot floor-to-ceiling height.

3. Where adjacent to a sidewalk, buildings **shall** provide a canopy or a significant covered recess to provide weather protection to pedestrians, at a depth of not less than 5 feet.

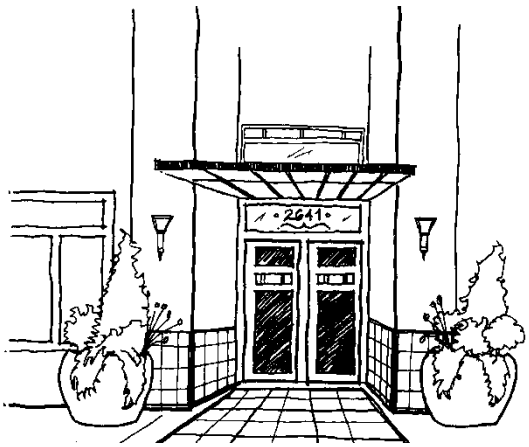
4. Accessory buildings do not need to meet street orientation requirements so long as they are located behind a primary building on the property and are not primarily visible from the street.



C-2 Entrances

1. The primary (front) building facade and main entry of nonresidential buildings **shall** be oriented toward and face the primary public street.

2. Such entries **shall** be made visually prominent and receive architectural emphasis. A variety of techniques to accomplish this standard can include:
    a. Recessed entries
    b. Projecting entries
    c. Elevated entries with stairways
    d. Entry-related cover and/or roofline articulation (e.g., canopy articulation; parapet-roof articulation)
    e. Arched entries
    f. Use of awnings, canopies, marquees
    g. Decorative lintels or molding above doorways
    h. Entry lighting
    i. Landscape treatment and emphasis
    j. Surface treatment, (e.g., paver or tiles)
    k. Entry courtyard
    l. Transom windows
    m. Signage
    n. Complementary upper story treatments (e.g., balcony)
    o. Other techniques as appropriate



Prominent pedestrian-oriented entry.

3. Entries **shall** be lighted and protected from weather.

4. Secondary entries that receive high use **should** also receive appropriate architectural emphasis, using techniques listed above.

C-3 Ground Level Facades

Intent

- **To provide a visual connection between activities inside and outside of buildings**
- **To reinforce the character of the streetscape**

C-3a Transparency

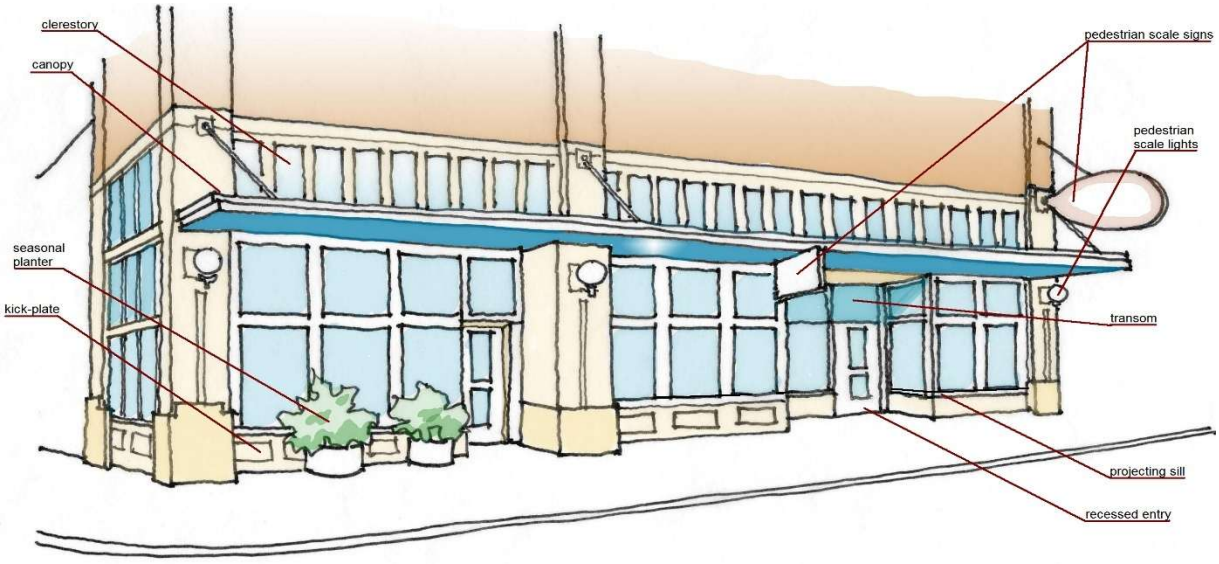
1. Along Class 1 Pedestrian Streets, a minimum of 65% of any ground floor façade visible from the street **shall** be comprised of windows with clear, “vision” glass.

2. Along Class 2 Pedestrian Streets, a minimum of 55% of any ground floor façade visible from the street **shall** be comprised of windows with clear, “vision” glass.

C-3b Ground Level Details

1. Facades of commercial and mixed-use buildings that face the street **shall** be designed to be pedestrian-friendly through the inclusion of at least four of the following elements:
    a. kickplates for storefront windows
    b. projecting window sills
    c. pedestrian scale signs
    d. pedestrian scale lights (eg, goose neck fixtures above a sign band)
    e. containers for seasonal plantings
    f. a separate base material such as tile, cultured stone, etc. that forms a distinct base below the windows.
    g. 75% ground floor transparency
    h. clerestory windows

Transparency



C-4 Building Materials

Intent

To provide a quality, unified appearance for commercial development throughout the city by promoting long-lasting materials and finishes appropriate for commercial and industrial buildings.

1. Materials encouraged as appropriate for finishing primary exterior commercial buildings walls include brick, stucco and wood clapboard siding. Additional materials that are appropriate as accent finish materials include brick, stone, cultured stone and tile.

2. Materials encouraged as appropriate for finishing primary exterior industrial building walls include architecturally finished concrete, architecturally finished concrete masonry units, and the materials identified above for commercial buildings.

3. Vinyl siding is not allowed on commercial and industrial buildings, as it lends a residential rather than commercial appearance, and requires a higher degree of maintenance and upkeep to remain clean and attractive.

4. Steel siding and painted concrete are not allowed as the sole material on the primary façade of commercial and industrial buildings. Steel siding and painted concrete may be applied when used in combination with other finish materials.

5. Whiteframed vinyl windows and horizontal-sliding windows are not permitted on commercial buildings, as they lend a residential appearance inconsistent with commercial character and uses.

Shown Above: A mix of appropriate commercial building materials and finishes.

Shown Below: A brick base, dark window frames, and a fabric awning soften the appearance of the steel siding on this commercial/industrial building.

AVOID

Small, horizontal sliding white vinyl windows give this commercial building a residential appearance, inappropriate for a commercial area.

C-5 Blank Wall Treatments

Shown Above: Architectural elements including building base, columns, lighting, trellis, and faux windows.

Intent

To ensure that buildings do not display blank, unattractive walls to the abutting street or public areas.

1. Blank walls are not allowed on the façade facing the primary street.

2. On side facades facing a secondary street, blank walls longer than façade length corresponding to the table below fronting a public street **shall** incorporate two or more of the following throughout the length of the blank wall:

Building Size	Façade Length
Smaller (<20,000sf)	30 ft
Larger (>20,000sf)	50 ft

   a. vegetation, such as trees, shrubs, ground cover and/or non-invasive vines adjacent to the wall surface;
   b. artwork, such as bas-relief sculpture, murals or trellis structures;
   c. seating area with special paving; and/or
   d. architectural detailing, reveals, contrasting materials or other special interest.

Ground cover and non-invasive vines helps soften a flat façade.

Shown Below: Artwork can provide visual relief.

District-Specific

Design Standards and Guidelines

District-specific design standards and guidelines will augment the Citywide design standards and guidelines to ensure that development proposals respond to the unique district and corridor identities throughout the City.

A. Downtown Commercial District

For standards specific to the Downtown Commercial District, see the City of North Bend Form-Based Code.

B. Northwest Neighborhood Business District

The Northwest Neighborhood Business District (NWBD) is defined by its abundant open space and natural setting. There are development opportunities here and potential to improve access to community amenities. Maintaining natural viewsheds and developing in a way that is sensitive to the surrounding natural features are critical when considering the future of the NWBD.

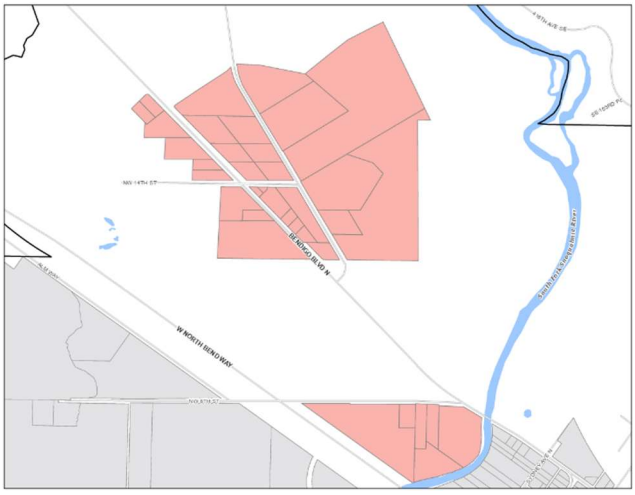
B-1 Responding to Site Characteristics and Significant Natural Features

1. Specific site conditions such as: significant topography or landscapes, prominent intersections, view or other natural features **shall** be considered to ensure that sites are located and designed in keeping with the principals of the NWBD.

2. The following Low Impact Development (LID) techniques are encouraged for site planning to ensure that sensitive areas in the NWBD are protected and maintained:

    a. Minimize impervious surface for all development and use pervious pavement and concrete whenever feasible.
    b. Implement stormwater retention techniques that capture stormwater close to where it falls to mimic natural systems wherever possible. Examples include: bioretention swales and ponds, stormwater capture and vegetated roofs.
    c. Floor area incentives **shall** be provided for natural drainage systems, pervious pavements and vegetated roofs.

Northwest Neighborhood Business District



Shown Below: Rain gardens with native plantings integrated into an urban streetscape.

B-2 Responding to Site Characteristics and Significant Natural Features

Currently the NWBD is served by two streets (Boalch Ave NW and Bendigo Blvd N), and one local access road (NW 14 St). The district's street network will expand and improve as new development occurs. The following implements the North Bend street type classification system to recommend improvements to existing streets and designs for new ones when new development is proposed:

1. Gateway Location at Boalch and Bendigo. This NWBD serves as the northern gateway to North Bend. In addition to identity features at this location such as landscaping and “welcome to North Bend” and way finding signs, buildings at these points **should** hold the comer with prominence and visual expression.

a. The transit stop at Boach and Bendigo **should** be built and highlighted to further establish the gateway location upon entry into North Bend.

B-3 Landscaping

1. The landscape of the NWBD is defined by open space and semi-rural character. Open meadows and agricultural lands are framed by views of the nearby mountains. New development **should** maintain view corridors and implement landscaping that enhances this existing character.
   a. Development that is clustered on one section of the lot can maximize open space and retain viewsheds.
   b. Planting trees in clustered groves will match the existing pattern.

Open space and view Torridon help define the character of the Northwest Neighborhood Business District.

B-4 Building Design and Massing

1. Massing. The NWBD has a small-scale neighborhood setting. Buildings **shall** match this setting by breaking down the size of the developments into clusters of smaller buildings.

B-5 Roof Forms and Modulation

1. For compatibility with the surrounding landscape, views of Mt. Si, and desired small scale neighborhood setting, all parts of the primary roof above 18 feet **should** be pitched at a minimum rise of 6:12.

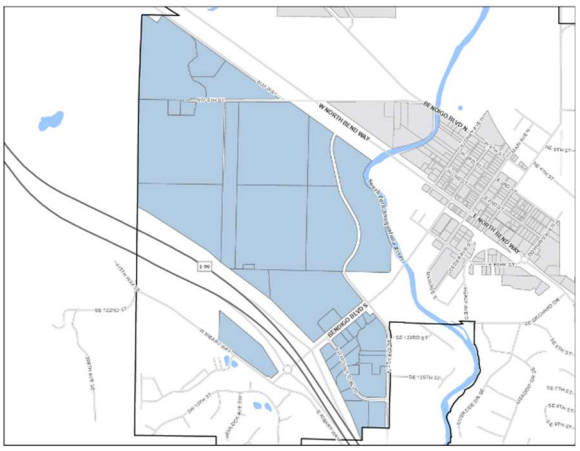
2. If a flat roof is used for a commercial building, the following features are required to ensure that it matches the character of the neighborhood:
   a. Corner treatments, when located on a corner, through the use of architectural articulation such as recesses, turrets, bays, upper facade fenestration, canopies or special storefront design.
   b. Parapets, including pediment, cornice molding, cresting, or stepped fronts.
   c. In addition to the above requirements, green roofs are encouraged.

Semi-rural character expressed in the form and roof line of a commercial building to help reduce apparent bulk.

C. East and West I-90 Interchange District

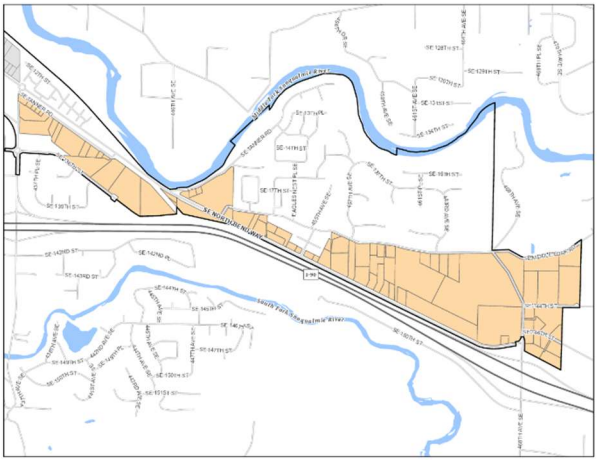
The East I-90 Interchange District contains land within the employment park zone, neighborhood mixed-use zone, and interchange commercial zone. The district caters to business park and campus style development with the commercial area supporting the workforce and nearby residential areas. The employment park development is characterized by buildings diverse in style, size and use balanced by consideration for the natural setting, consistent streetscapes, buffers and generous landscape treatments.

The West 1-90 Interchange District is particularly important because it is the immediate entry point into North Bend. The West I-90 Interchange District contains land within the business park zone, interchange commercial zone, and interchange mixed use zone. This district is mostly retail and franchise commercial uses and lower intensity buffer uses between the commercialized zones and adjacent residential zones. The West I-90 Interchange District should be developed in a way to ensure that these uses do not conflict with the small-town character of North Bend.



Shown Above: West I-90 Interchange District

Shown Below: East I-90 Interchange District



C-1 Responding to Site Characteristics and Significant Natural Features

1. It is strongly encouraged those natural features, such as significant trees, and community landmarks be preserved by concentrating and clustering buildings and parking on land of least natural significance. Significant features such as sensitive topography and views from prominent public places including parks, plazas and street view termini **shall** be considered for site design in the East 1-90 district.

2. Low Impact Development is encouraged to preserve the valuable sensitive areas in the East I-90 district and minimize the impact of development.

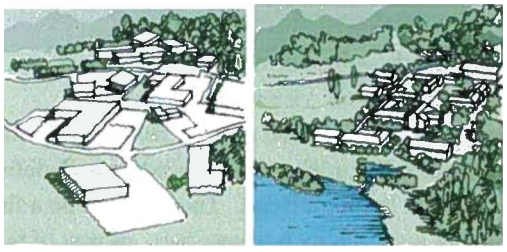
3. Building location and orientation **should** frame views of Mt. Si and the surrounding natural landscape from prominent public places, including parks, plazas and street view termini, not block them.

C-2 Sensitivity to Adjacent Land Uses

T

1. All service and loading areas **shall** be located to the rear of the property and away from residential zoned areas to the best extent possible.

2. Where possible on larger sites, applicants **should** provide multiple smaller buildings rather than a singular large building to provide better compatibility to adjacent smaller scale uses.



Utilizing multiple smaller buildings on a site helps to complement view sheds and surrounding built and natural character.

C-3 Streetscape Design and Orientation

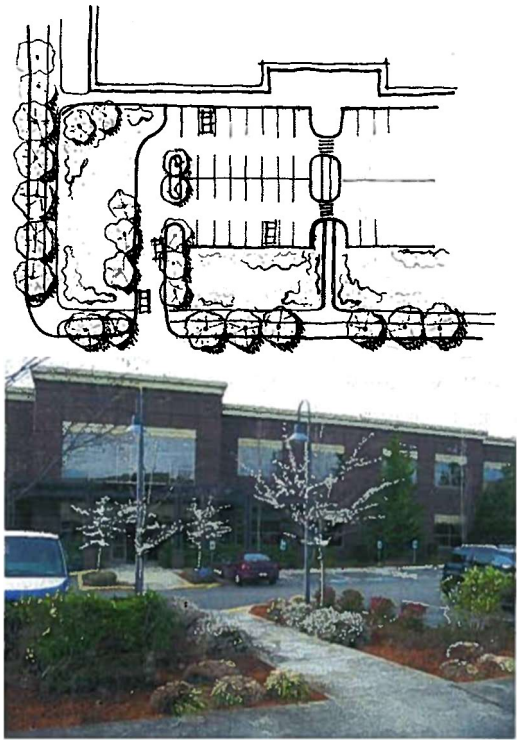
1. Individual sites along North Bend Way in the East I-90 District **shall** be developed to create visual interest along the street and to allow for view corridors of North Bend's natural assets by meeting the following standards:
   a. The primary building entrance **shall** be oriented to the street. Within the BP and EP districts, the primary building entrance **shall** face the street and be located generally no more than 200 feet from the public sidewalk.
   b. Within the BP and EP Districts, buildings **should** be clustered on larger lots in a campus-like configuration to allow for more open space and larger view corridors while keeping entrance visible and accessible to the street.

2. Direct and clearly distinguished pedestrian walkways **shall** be provided from the primary or other main building entrances to the public street. In locations where driveways extend directly from the street to a primary or main building entrance, walkways **should** parallel the driveway.

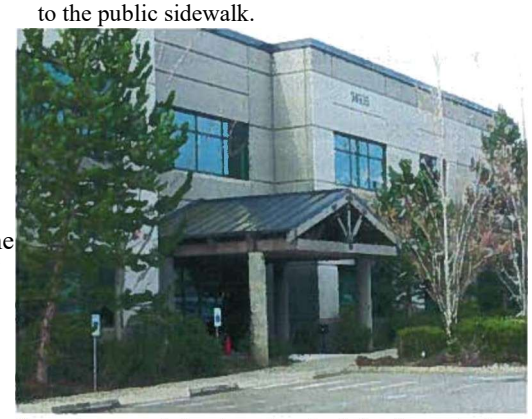
3. Entry features **shall** be scaled to the pedestrian and used to reduce the mass of the building. While entry features may contain larger, multi-story elements to reflect the overall scale of the building, they **shall**, at a minimum, contain pedestrian scale elements such as porticos, porches or overhangs.

4. Encourage the use of highly crafted materials or civic art pieces to further enhance the appearance and prominence of entries.

5. Buildings and landscaping **should** be oriented with consideration given to the visual impact from the perspective of the driver on the primary roadway. From the south on North Bend Way, business parks help define major entry points to North Bend. There **should** be a first impression of a high-quality business park, as part of the City's overall community character and identity by including the following:
   a. Business parks may have double fronting and corner lots. The design guidelines require buildings to be developed with principal facades on the primary street.



Orientation to the street via a prominent entrance facing the street and a direct pedestrian connection to the public sidewalk.



Entry feature scaled to the pedestrian helps de-emphasize the mass of the building.

C-4 Parking Areas

1. Parking areas **shall** be located to the side or back of buildings away from primary roads whenever possible. A minimum setback of 15 feet from street rights-of-way **shall** be required.

2. Use of pervious pavers and other low impact methods of stormwater runoff infiltration in the design of parking areas can be counted towards the interior landscaping for parking lots, not to exceed half of the required landscaping.

Landscaped “fingers” break up the expanse of asphalt.

C-5 Consolidated Driveways and Access Lanes

1. To minimize curb cuts and resulting hazards to traffic and pedestrian safety, new access points to all lots within the East I-90 Interchange District **should** be from shared driveways and shared access lanes located at the property boundary adjacent to the adjoining parcel, unless infeasible due to the location of existing improvements or intersections, or the presence of significant trees, or other similar site constraints.
    a. To encourage the use of shared driveways and access lanes, perimeter landscaping **shall not** be required in areas occupied by driveways and access lanes at the edge of a property, so long as the applicant signs a commitment to allow an access easement to the adjoining property owner for use of the shared driveway or access lane.

Example of where a shared driveway could **be used** to reduce traffic and pedestrian hazards.

C-6 Screening of Site Utilities, Storage, Trash, and Service Areas

1. All service, loading and trash/recycling collection areas **shall** be screened from public view with solid evergreen plant material or architectural treatment similar to the design of the adjacent building.

2. Loading and service areas **shall not** face any residential district, unless no other location is possible.

3. Outdoor storage areas **should** be consolidated into a single area, and screened from the street and/or neighboring uses by buildings and/or landscaping.

    a. To provide adequate screening and reduce the visual impact of large paved service areas and docked semi trailers, a row of three or more of truck bays visible from a public street **shall** be screened on each end by a landscape island projecting out from the building. The landscape island **shall** consist of Type I landscaping and **shall** be a minimum of 30 feet long by 10 feet wide. No more than 8 bays may be located in a row without an additional landscape island.

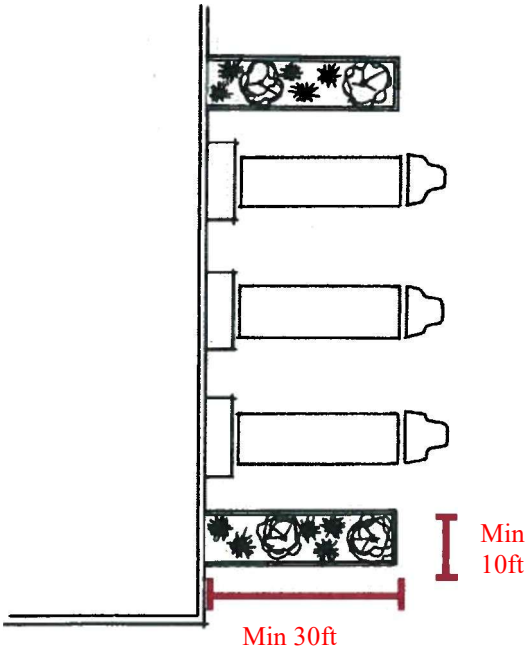
Examples of landscaping screening methods employed in a truck docking area

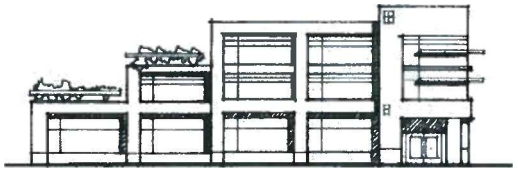
C-7 Building Massing and Design

1. The form and articulation of office and employment park buildings in the BP and EP zone **should** take a campus like form to avoid monolithic buildings and to enhance viewsheds. Larger buildings are encouraged to be broken up into detached smaller buildings or buildings attached by interior corridors.

2. For properties fronting to North Bend Way, where possible given the layout of a site, buildings **should** be oriented with the longer side running north-south, so as to maintain views of surrounding mountains from the public street.

Differing building sizes and heights together with significant landscaping break up the mass of an office park development.





Terracing provides visual relief and amenity.

C-8 Roof Forms and Modulation

1. Roof types **should** frame the natural views, not compete with them. Pitched roofs that complement and enhance viewsheds area encouraged.

2. Flat roofs are permitted on large one-story industrial buildings, but **shall** be avoided on small one-story industrial buildings. Roof line modulation, such as pitched roof forms, parapet modulation, and/or breaks in the roof line that are consistent with overall façade design, such as eaves or cornices, **should** be used.

    a. Large one-story industrial buildings are defined as buildings with high ceilings (over 20ft) and multiple dock-high (48in loading doors.
    b. Small one-story industrial buildings are defined as any industrial building with ceilings less than 20ft.

Deep eves and brackets add visual interest and help to ground the building.

3. All rooftop elements such as HVAC units and vents **shall** be screened by walls, parapets, or other methods which are architecturally consistent with the overall building design.

C-9 Wall Modulation: Façade Form and Style

1. Building walls which face a public street **shall** be architecturally emphasized through window design and placement, projections and wall detailing. The architectural treatment of the front facade **shall** be continued, in its major features and materials, around all visible sides of the building.

2. Wall detailing, such as change in texture and/or the use of reveals, offsets, projecting ribs, cornices and awnings **shall** be provided such that visible shadow lines are created.

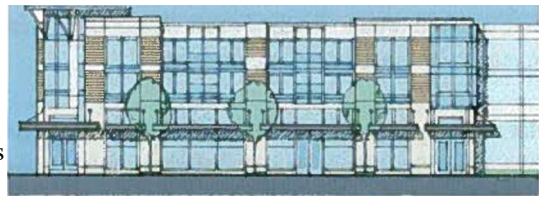
Extensive use of window glass reduces the bulk of this commercial/industrial building.

C-10 Windows and Glass

1. The design and placement of windows **shall** be an integral part of the overall building design.

2. Glass **should** be non-tinted or lightly tinted, in "natural" tones such as brown, blue, green or gray. Black glass and mirrored glass are prohibited.

3. Windows/glass **shall** be dispersed across the facade in an architecturally consistent manner and **shall** avoid continuous horizontal or vertical strip window bands.



Well designed arrangement of **windows, columns, bays and spandrel.**

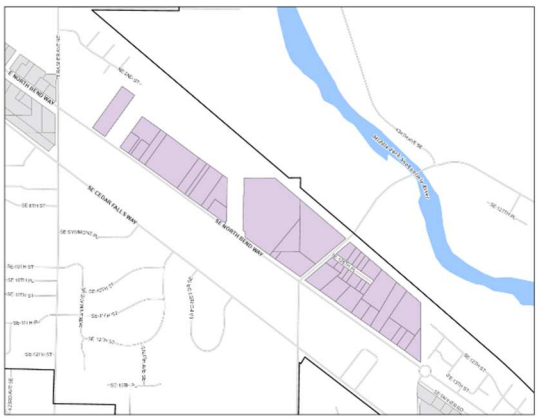
C-11 Colors

1. Primary and trim colors **shall** be natural tones of tan, brown, gray, brick red, green and blue. Creams and whites **should** be avoided.

2. Roof colors **shall** be natural "dark" tones of tan, brown, gray. Creams and whites are not allowed.

D. Mount Si Corridor District

The Mount Si District is characterized by a mix of commercial businesses along North Bend Way just east of the Downtown Core District. The corridor layout of the district provides opportunity for improved streetscape orientation to ensure that drivers and pedestrians along North Bend Way experience the character of the City upon entry from the east. The Mount Si District offers access to natural parks and Mount Si and these natural amenities must be taken into consideration when developing.



Shown Above: Mount Si Corridor District

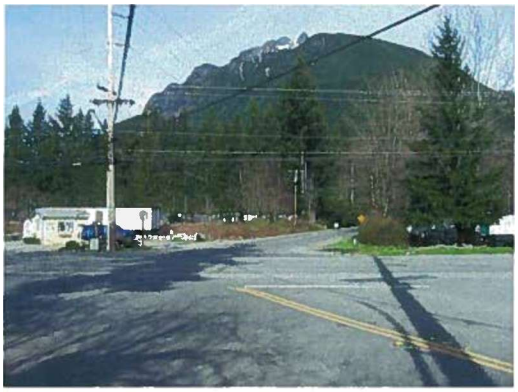
D-1 Responding to Site Characteristics and Significant Natural Features

1. Development **shall** be done with consideration to the valuable natural assets in the Mount Si District including Mount Si, the Middle Fork of the Snoqualmie River and Torguson Park, and siting **should** be adjusted to ensure public views of the natural features are enhanced.

2. Commercial development in the Mount Si Neighborhood Business District, especially at the Mt. Si Road / North Bend Way intersection, **should** be encouraged to target visitors by incorporating existing features related to the culture and natural geography of the area.

D-2 Plaza Design

1. Due to the relationship of the intersection of North Bend Way and the Mt. Si Road to the Mt. Si recreation area and the potential for significant recreational and tourist commercial uses at this location, development at the intersection **shall** incorporate a plaza feature into the design of the site. Plaza design **shall** be consistent with section A-4 of the Citywide Design Standards and Guidelines.

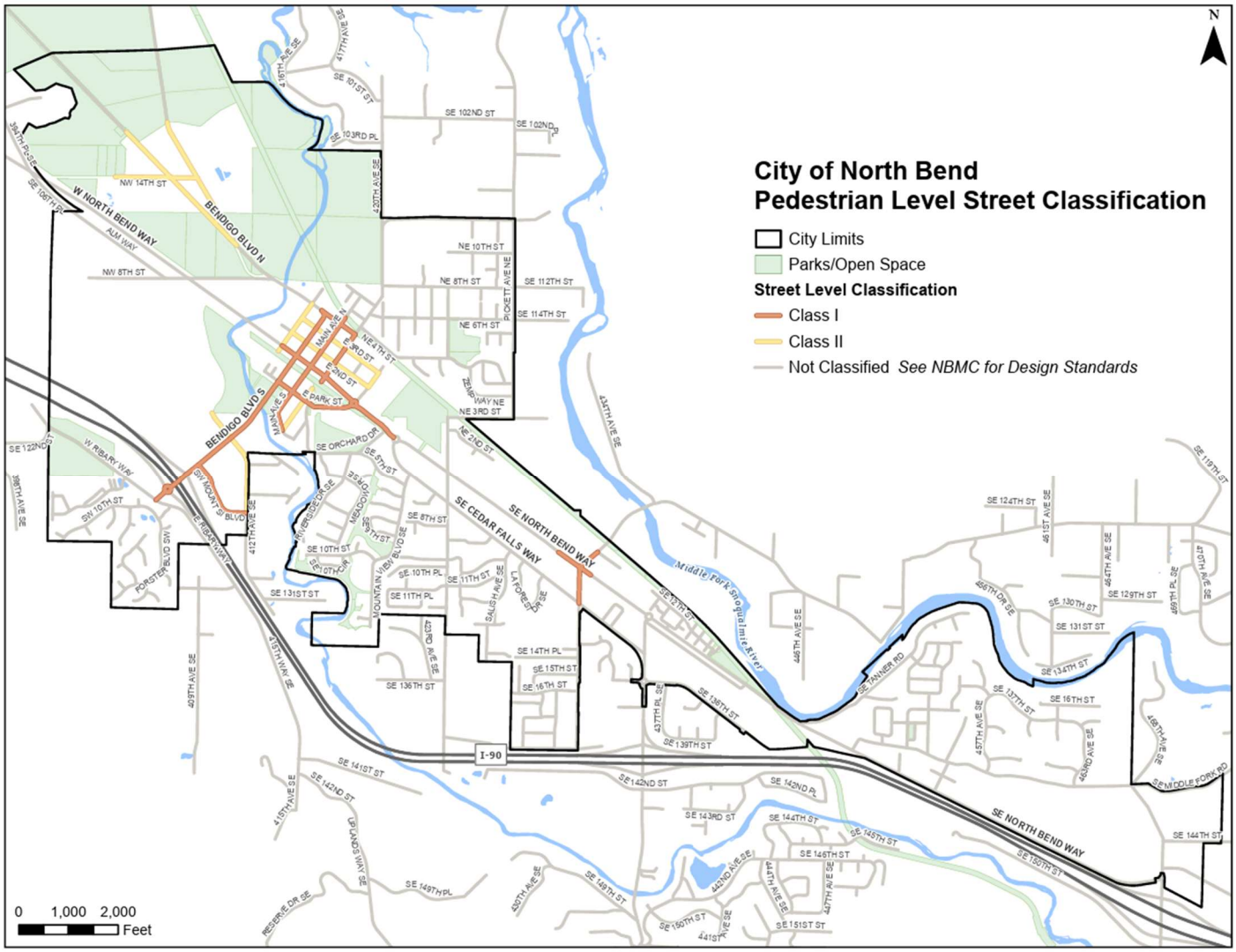


intersection of North Bend Way and Mt. Si Road – the future focus area of the district

D-3 Consolidated Driveways and Access Lanes

1. To minimize curb cuts and resulting hazards to traffic and pedestrian safety, new access points to all lots within the Mount Si Corridor District **should** be from shared driveways and shared access lanes located at the property boundary adjacent to the adjoining parcel, unless infeasible due to the location of existing improvements or intersections, or the presence of significant trees, or other similar site constraints.
   a. To encourage the use of shared driveways and access lanes, perimeter landscaping **shall not** be required in areas occupied by driveways and access lanes at the edge of a property, so long as the applicant signs a commitment to allow an access easement to the adjoining property owner for use of the shared driveway or access lane.

EXHIBIT A


City of North Bend
Pedestrian Level Street Classification
City Limits
Parks/Open Space
Street Level Classification
Class I
Class II
Not Classified See NBMC for Design Standards
N
0 1,000 2,000
Feet
BENDIGO BLVD S
BENDIGO BLVD N
W NORTH BEND WAY
SE NORTH BEND WAY
SE CEDAR FALLS WAY
I-90
Middle Fork Snoqualmie River