

**PRELIMINARY
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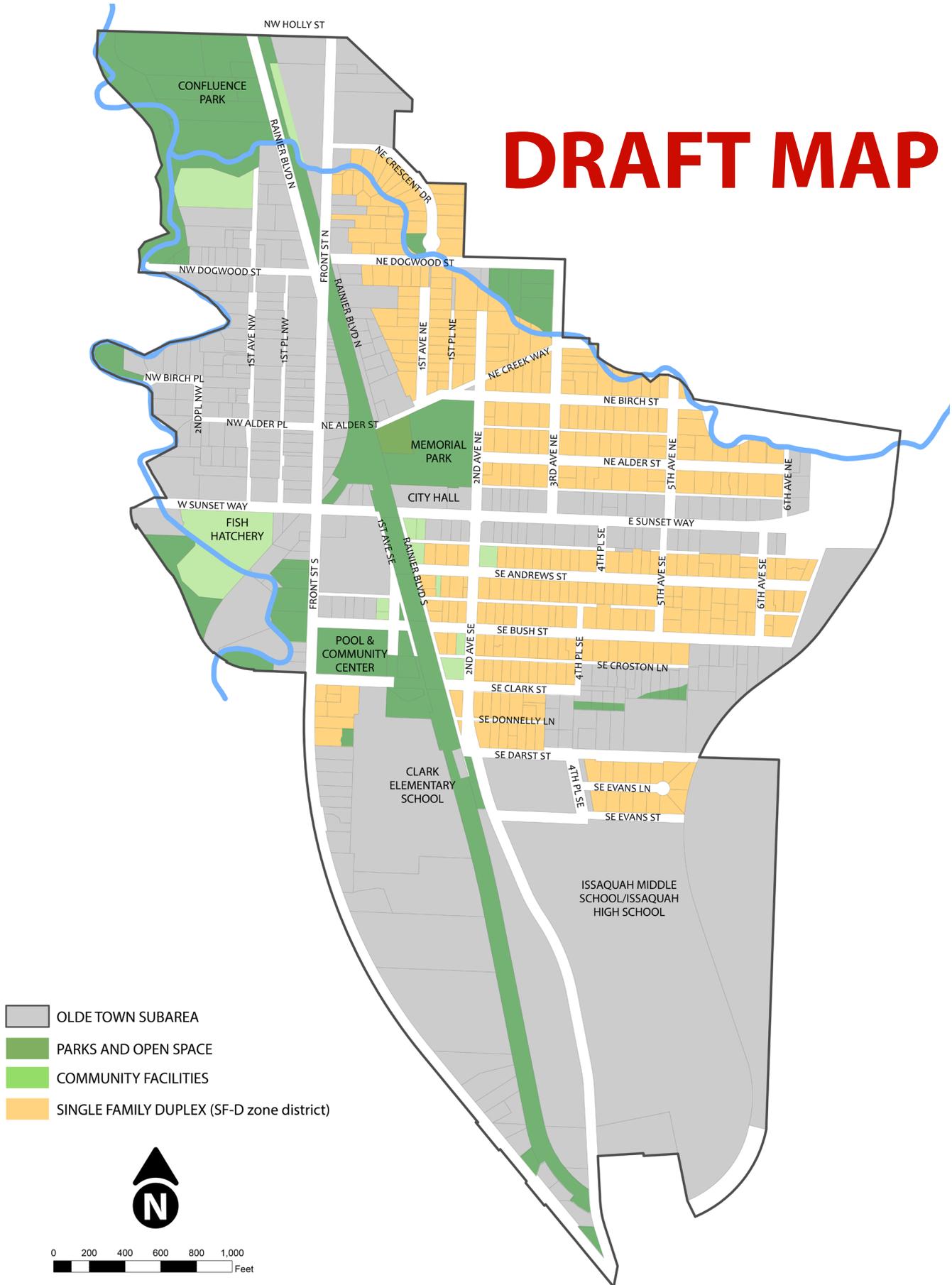
09/23/2020 PRELIMINARY DRAFT

18.19 Olde Town Architectural Standards for Single Family Duplex

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DRAFT MAP



Introduction

PURPOSE

The purpose of the *Olde Town Architectural Standards* (Architectural Standards) is to implement the *Comprehensive Plan* and the *Olde Town Subarea Plan*; achieve the design expectations identified at the community open houses on May 25, 2016, November 16, 2016, March 28, 2017, and March 29, 2017, and the survey from April 2017; and, expand design standards to the single-family parts of Olde Town as part of implementing the update to the *Olde Town Subarea Plan*.

These standards are intended to provide instructions to designers, developers, and property owners on how to develop or redevelop properties consistent with the City's expectations by:

1. Promoting high quality architectural design specific to Olde Town;
2. Enhancing the pedestrian environment;
3. Activating the streetscape;
4. Reinforcing the unique character of this neighborhood;
5. Respecting Issaquah Creek as a natural resource and amenity; and
6. Preserving and reinforcing Olde Town's historic character.

APPLICABILITY

The provisions of the *Architectural Standards* shall supersede other regulations in Title 18 when in conflict with this Chapter.

AUTHORITY

(Get language from attorney about staff's authority to apply discretion?)

SF-D 1.0 - MASS AND SCALE



Entry features, such as covered porches or recessed entries, and shifts in the plane of a facade, reduce the perceived mass of a building and create a human scaled building, despite the overall length and height of the structure.

INTENTS

- A. To promote buildings that are consistent in scale and character with the surrounding residential context of Olde Town.
- B. To avoid large, uninterrupted facades that overwhelm the pedestrian experience.
- C. To encourage thoughtfully designed buildings that become assets to the neighborhood.

KEY TERMS

Human Scale. A sense of human scale is achieved when one can reasonably interpret the size of a building by comparing features of its design to comparable elements in one's experience, such as individual bricks on a facade, or windows articulating a room or level of a building.

Mass Reduction. Strategies that are used to reduce the perceived mass of a building, often consistent of a change in height and shift in facade plane.

STANDARDS

- 1.1 Buildings over thirty (30) feet in width shall incorporate the following mass reduction techniques along the street-facing facade.
 - a. Change in plane: Recess or project a portion of the facade by a minimum of four (4) feet in depth and eight (8) feet in width. Must extend at least one (1) story high to qualify as a mass reduction technique.
 - b. Front porch or entry feature: Provide a front porch, portico, recessed entry, roof accent, or other architectural feature directly over the front door.
- 1.2 A two-story building shall vary the building height or roof shape to reduce the mass of the building as perceived from the street. Specific strategies include:
 - a. Street-facing accent gable;
 - b. Shed or gabled dormers;
 - c. Entry feature, such as a porch, portico, or stoop, that extends at least one (1) story high; and
 - d. Change in height or roof shape.
- 1.3 Façade articulation techniques shall be used to further reduce the perceived scale of the building and shall be coordinated with the overall massing approach to create a cohesive, human scale facade. Appropriate scaling elements include:
 - a. Window detailing, such as recessed or projecting windows, panes, shutters, and awnings;
 - b. Window groupings and patterns;
 - c. Balconies;
 - d. Architectural details, including trim, columns, pilasters, cornices, and chimneys;
 - e. Changes in color or material to highlight specific portions of building's shape.

EXISTING SCALE AND CHARACTER OF OLDE TOWN

The existing scale and character of Olde Town reflects the historic pattern of human scaled single family homes that have been built over the last century. Many historic houses were typically twenty-five (25) to thirty (30) feet wide, with a variety of massing modules and prominent front porches that created a human scaled neighborhood. As architecture changed throughout the decades, this human scale mass, form, and character has persisted.



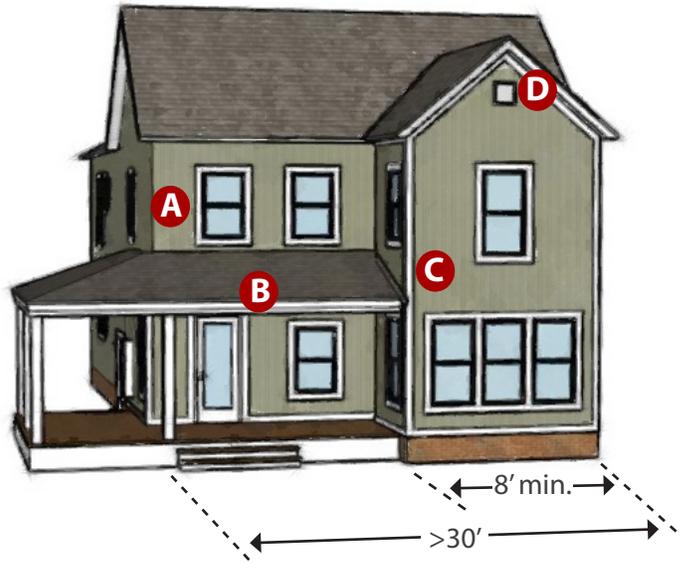
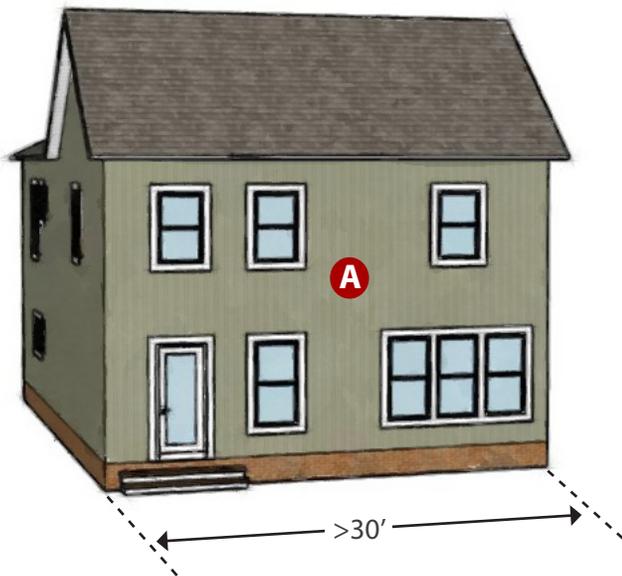
New construction shall be designed in a way to maintain the existing character and scale of Olde Town by incorporating mass reduction techniques, as described below.

NOT ALLOWED:

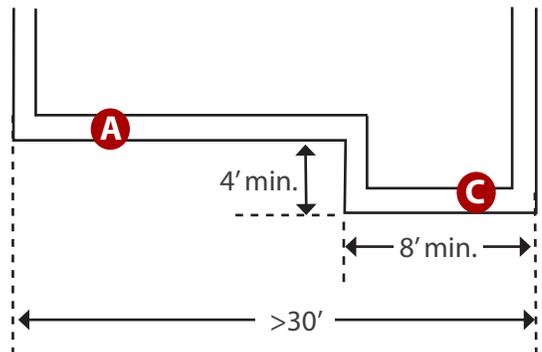
Buildings shall not extend beyond thirty (30) feet wide along the street-facing facade without incorporating a mass reduction technique.

REQUIRED MASS REDUCTION:

Mass reduction techniques shall be incorporated along street-facing facades extending beyond thirty (30) feet wide, and shall include a change in plane and a front porch or entry feature, as shown below.



- A** Street-facing facade
- B** Entry feature - a front porch, portico, roof accent or other architectural feature that highlights the front entrance and provides a sense of human scale.
- C** Change in plane - a recessed or projected portion of a facade.
- D** Street-facing accent gable



SF-D 2.0 - ROOF DESIGN



Variations in roof form contribute to a human scale building by reducing the perceived mass of the building (left and top right). Flat roofs (lower right) are allowed, but only when they are not the predominate roof shape.

INTENTS

- A. To ensure that roofs are complementary to the style and character of the building
- B. To prevent large, uninterrupted expanses of roof.

KEY TERMS

Roof pitch. The angle or steepness of a roof. Typically expressed as a certain rise over each twelve (12) inches of run; for example, a 6:12 roof pitch rises six (6) inches for every twelve (12) inches of run. Also called “roof slope.”

Roof shape. The outermost line of a roof which contributes significantly to the overall style and character of a building. Roof shapes include pitched or gabled, shed, flat, or some variation, and using multiple roof shapes can contribute to creating a human scale building.

STANDARDS

- 2.1 Roof shape shall be coordinated with the overall massing to create a human scale composition. Possible strategies include:
 - a. Use an accent gable to highlight portions of the facade that project.
 - b. Vary roof shape to highlight and distinguish massing modules.
 - c. Dormers can break up the size of the roof and create a human scale.
- 2.2 Roof surface that is visible from the street shall not extend beyond forty (40) feet without a change in shape, pitch, line, gable orientation, or architectural details that break up the surface. Appropriate strategies include:
 - a. Multiple roof lines or a change in height
 - b. Street-facing accent gable
 - c. Special roof element over front entrance
 - d. Dormers or chimneys
- 2.3 Roof shape shall highlight the building’s front entrance. See SF-D 5.0 Windows, Doors, and Front Porches for more information.
- 2.4 Flat roofs shall not be the predominate roof shape, which means more than fifty (50) percent of the roof area shall not be flat. Exceptions to this standard shall be made for:
 - a. Green roofs
 - b. Rooftop decks
- 2.5 Roofs shall be constructed with durable, weather-resistant material. Appropriate materials include, but are not limited to:
 - a. Asphalt roof shingles
 - b. Wood or simulated wood shakes or shingles
 - c. Metal
 - d. Slate, concrete, or clay tile
- 2.6 Roof material shall not be a dominant characteristic of the building; select material and colors that complement the façade color and materials. Appropriate roof appearances include:
 - a. Medium to dark earthtones;
 - b. Natural wood or slate; or
 - c. Materials with an appearance that is similar to natural materials.

EXISTING ROOF FORMS OF OLDE TOWN

Olde Town has a wide variety of architectural styles, resulting in many commonly found roof forms. However, most roofs in Olde Town are broken into smaller shapes with street-facing gables or dormers, and many houses have an additional roof element or architectural feature that highlights the front door or porch. The predominate characteristic of roof forms in Olde Town creates human scale, pedestrian oriented homes that foster a welcoming, walkable neighborhood.



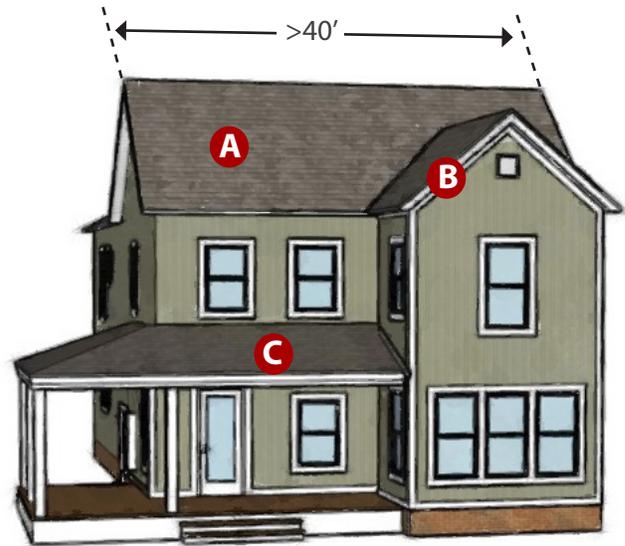
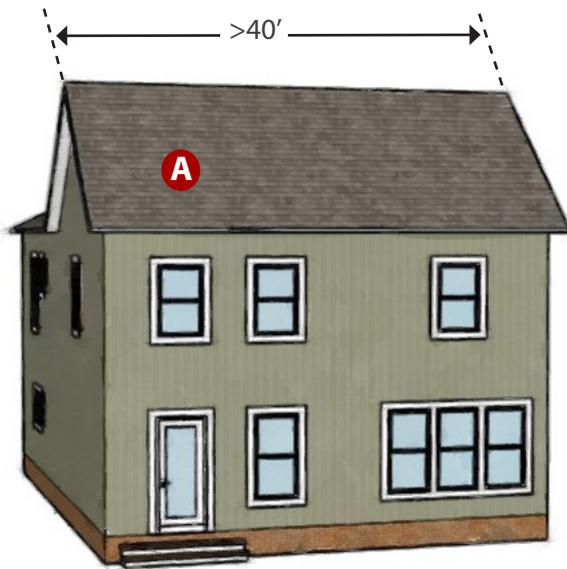
New construction shall be designed in a way to maintain the existing character and scale of Olde Town by incorporating roof variation techniques, as described below.

NOT ALLOWED:

Roof surface that is visible from the street shall not extend beyond forty (40) feet without a change in shape, pitch, line, gable orientation.

REQUIRED ROOF VARIATION:

Variation in roof shape, pitch, line, and gable orientation contribute to a human scale building. These strategies shall be used to prevent long expanses of uninterrupted roof surface facing the street.



- A** Roof surface visible from the street
- B** Street-facing accent gable
- C** Lowered roof line over entrance

SF-D 3.0 - BUILDING MATERIALS AND COLORS



Secondary materials can accentuate projections to enhance the overall massing and style of the building (left). Traditional approaches to materials include a predominate material with accents for pillars, chimneys, trim, and eaves (right)

INTENTS

- A. To add to the richness, vibrancy, and timelessness of Olde Town.
- B. To provide visual interest and contribute positively to the character of Olde Town.
- C. To create a sense of human scale.
- D. To allow continuation of Olde Town's eclectic architectural history.
- E. To encourage coherent, logical color schemes that create depth, interest, and variety on the building façade.
- F. To complement a building's overall architectural style and composition.

KEY TERMS

Cladding materials. The application of one material over another to provide a skin or layer intended to control the infiltration of weather elements, or for aesthetic purposes.

STANDARDS

- 3.1 Buildings shall use durable and maintainable materials. See City of Issaquah Building Materials List for more information.
- 3.2 Materials shall be used as scaling elements to highlight architectural features and complement the overall massing of a building. Choose materials of varying texture, pattern, scale, and detail in order to highlight certain architectural features and enhance the overall appearance of the building.
- 3.3 Street facing facades shall use no more than three (3) types of cladding materials to avoid a chaotic, disorganized style. Select and detail materials in a coherent, logical manner, as described below.
 - a. **Primary materials** are the most prevalent material on a façade and are used on the main body or walls of the building. A building shall have only one (1) primary material.
 - b. **Secondary materials** are used to emphasize specific portions of the façade and provide architectural interest. Secondary materials are applied to a smaller area than primary materials and are often used to create a focal point or to provide depth. Common applications of secondary materials include on projections or recessed elements, gables ends, or along foundations.
- 3.4 **Accent materials** and colors are used to highlight architectural details such as chimneys, foundations, pediments, columns, trim, railings, and doors. Accent materials and colors make up the smallest amount of the façade. Since accent materials and colors are used so sparingly, they do not count toward the limit of three (3) types of cladding materials or colors.
- 3.5 **Prohibited:** Stucco and T-111 shall not be used as a cladding material.

SF-D 3.0 - BUILDING MATERIALS AND COLORS (CONTINUED)

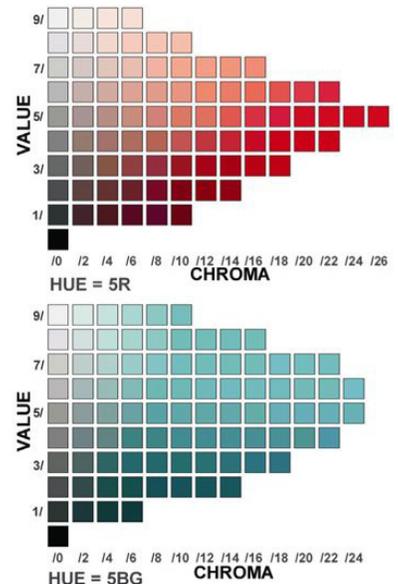


Colors should complement the architecture and fit in with the context of Olde Town. Bright colors should be limited to doors and as accents (top left) and overly bright colors are not allowed as primary or secondary colors.

STANDARDS (CONTINUED)

- 3.6 Buildings shall use materials that are natural, natural-looking, or commonly found on buildings in Olde Town. Materials frequently used in Olde Town include:
- Siding, oriented vertically and horizontally
 - Wood and materials that appear similar to wood
 - Shingles
 - Stone, brick, and masonry, commonly used as an accent material, as described above.
- 3.7 Structures shall have no more than a total of three (3) colors.
- The color limitation does not apply to elements with historical value, such as artistic pediments and medallions.
 - Accent or trim colors are not included in the color count.
 - Sheer stains and natural materials are not included in the color count.
- 3.8 The use of high-intensity, extremely bright, fluorescent, or metallic colors, which are defined by the Munsell Book of Color as colors having a chroma of fourteen (14) or greater, is prohibited except for trim or accent colors.

NOTE: If applicant selects a primary or secondary color that may be interpreted as high-intensity, applicant is responsible for providing the corresponding Munsell Color Sheet with chroma and hue values to prove compliance with the above standard. If applicant does not provide the Munsell color sheet, reducing the brightness of the color by adding white, black, or grey will lower the chroma of the color, making it less intense and complying with this standard.



KEY TERMS

Munsell Color Book. An internationally recognized color system that is based on the perceived brightness of color, that is the wavelength of color that is detected by the human eye. This system defines color by chroma, or visible wavelengths, and is helpful in determining overly bright, fluorescent colors.

SF-D 4.0 - WINDOWS, DOORS, FRONT PORCHES



Front porches, doors, and windows create a welcoming, human-oriented facade and covered front doors provide protection from the elements. These elements contribute positively to the active, community nature of Olde Town.

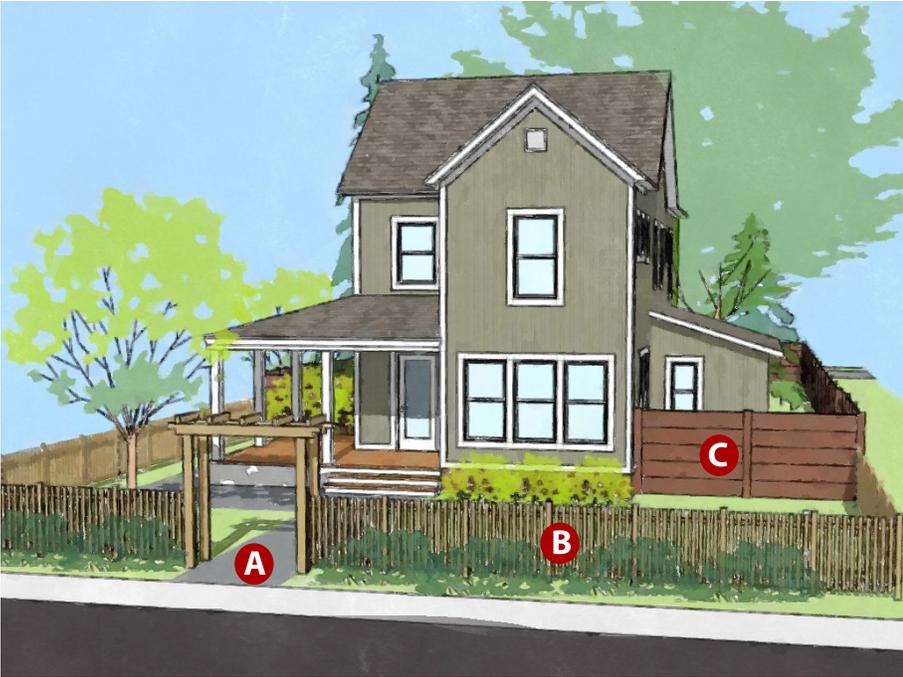
INTENTS

- A. To encourage human-oriented design elements.
- B. To maintain a lively and active street face.
- C. To provide weather protection for people going into and out of the house.

STANDARDS

- 4.1 A building shall have at least one (1) window or grouping of windows on the street-facing façade(s).
- 4.2 Front doors shall face the street or public pedestrian route.
 - a. Duplexes in a side-by-side configuration shall have one (1) street-facing window per unit.
 - b. Duplexes in a stacked configuration may have one (1) street-facing door for the street-facing unit. The unit in the back may have a door perpendicular to the street as long as it has a direct path from the street to the primary entrance.
- 4.3 Front entries shall have a prominent presence from the street through their placement, orientation, and proportions.
- 4.4 Front entries shall be emphasized with architectural details and design elements. Appropriate strategies include:
 - a. Front porch;
 - b. Roof feature, such as an accent gable or awning over the front entrance;
 - c. Recessed entries;
 - d. Plants framing the door, either planted or in pots; and/or
 - e. Accent materials or colors, either on the door itself or on the area around the door.
- 4.5 All front entries shall have a weatherproof roof appropriate to the size and importance of the entry, at least four (4) feet wide and deep.
- 4.6 Architectural elements shall be used to provide a clearly identifiable entry visible from the street.

SF-D 5.0 - FRONT YARDS



- A** Walkway from street to front door
- B** Low fence allowed in front yard
- C** Privacy fence must be set back from the front facade

Low fences, gates, and arbors help to create active front yards and foster social interaction by clearly defining the pedestrian entrance to the front yard and the house. Privacy fences are allowed but cannot be located between the street and the front entrance.

INTENTS

- A. To provide a clearly defined, welcoming, and safe entry for pedestrians from the street to the house.
- B. To create active front yards that foster social interaction among neighbors.
- C. To ensure natural elements and plants are integrated into site design.

STANDARDS

- 5.1 Properties shall provide a clear path from the sidewalk or public right-of-way to the front door. Gates are allowed along the path, as long as they can be opened to provide access from the street to the front door.
- 5.2 Front yards shall include pervious surfaces, and impervious areas shall be limited in size. The front yard shall include no more than fifty (50) percent impervious surfaces, unless it is designed to be used as a space for people, such as:
 - a. Patio seating or outdoor dining area;
 - b. Raised planters;
 - c. Bocce court, putting green, or horseshoe pit;
 - d. Sandbox or other outdoor play area; and
 - e. Walkways, driveways, or other necessary site circulation facilities.
- 5.3 Privacy fences above four (4) feet tall are prohibited in the front yard. Privacy fences can be in front of portions of the street-facing façade that are recessed, as long as a portion of the building and the entire front entry feature is visible from the street and not blocked by the privacy fence.

SF-D 6.0 - DRIVEWAYS AND GARAGES



Garages and driveways shall be designed to appear secondary to and cohesive with the primary structure. When possible, garages shall be located behind the house or recessed from the front exterior wall of the house.

INTENTS

- A. To prioritize human circulation and experience over vehicular access and storage.
- B. To minimize pedestrian/vehicular conflicts.

PARKING REQUIREMENTS

Zoning requires a specific number of parking spaces for each dwelling unit. See relevant code sections for parking requirements.

TYPES OF VEHICLE ACCESS

Lot conditions impact how a vehicle can access a property and where vehicles are stored. The most common lot conditions in Olde Town are:

- i. alley-loaded;
- ii. no alley, street-loaded; and
- iii. no alley, constrained lot.

Specific design criteria applies to specific conditions and site characteristics must be considered when designing a site and structure to accommodate vehicles.

STANDARDS

- 6.1 Driveways and garages shall be located and oriented in a way that minimizes the impact on pedestrian circulation and pedestrian priority areas, to the greatest extent feasible.
 - a. If the lot has alley access, all driveways and garages shall be accessed from the alley.
 - b. If no alley access exists, driveways and garages may be accessed from the street, however, additional dimensional and design criteria apply.
- 6.2 Street-facing garages shall be located to appear secondary to the house and the presence of street-facing garages shall be minimized from the street by meeting the following criteria, as appropriate based on site conditions.
 - a. Locate the garage behind the house, if feasible. When a lot is limited in width or adjacent to critical habitat areas, a garage may be integrated into the house.
 - b. Garages shall be set back a minimum of five (5) feet behind the front exterior wall of the residential living space or front entrance, when feasible given the dimensional requirements of parking and various site conditions.
 - c. Garage shall have a maximum width of fifty (50) percent of the overall building width unless the building's façade is less than thirty-six (36) feet wide.
 - d. On building facades less than thirty-six (36) feet in width, the width allotted to the garage shall be minimized, and the width devoted to the front door and living space shall be maximized, to the greatest extent feasible. In no case shall the front door and the space on either side of it be less than six (6) feet in width.

SF-D 6.0 - DRIVEWAYS AND GARAGES (CONTINUED)



Street-facing garages shall be integrated with the overall facade design (left). Garages shall be oriented toward alleys, when they are present (right, top and bottom).

STANDARDS (CONTINUED)

- 6.3 Street-facing garages shall be designed to appear secondary to the primary structure.
- Use elements such as overhangs (e.g., living spaces, terraces, and trellises) to shade the garage doors and minimize their visual presence from the street.
 - Use roof forms that incorporate the garage into the overall form and composition of the house and reduce the prominence of the garage.
 - Use garage doors which have details that contribute to the overall human scale and visual interest of the house.
- 6.4 All properties shall provide a separate, direct, visible walkway to the front door from the public right-of-way. The driveway of a street-facing garage may not be the only paved connection from the street to the house.
- The walkway shall be physically separated from the driveway.
 - There may also be a pedestrian connection from the driveway to the front door or front walkway.
- 6.5 Driveways taken from the street shall meet the following requirements.
- Minimize the driveway width as it crosses the sidewalk. The maximum width of the driveway cut is twenty (20) feet and is only allowed when needed to accommodate the required number of parking spaces per zoning and the length of the driveway is limited based on site conditions. In all other situations, the maximum width of the driveway cut is ten (10) feet.
 - Extend sidewalk paving material and treatment across the driveway entrance to avoid disrupting the pedestrian facility.
 - Maintain a perceived constant sidewalk grade across the driveway.
 - Only one (1) driveway cut from a street, or another circulation facility with a pedestrian component, is allowed per lot.
 - On-site driveway length shall be no less than eighteen (18) feet.

GARAGE TYPES OF OLDE TOWN

Olde Town includes a variety of site conditions that impact how vehicles can access a property. Some lots have alley access, some do not. Some lots are adjacent to the Issaquah Creek, critical habitat, or another protected natural area, which can impact the buildable area of a site. Other lots are wide and have a high degree of flexibility. Given these varying site characteristics, the standards addressing garage and driveways are meant to provide guidance but will have to be applied based on the constraints for each site. Below are some of the common types of garages and lot configurations found in Olde Town.

ALLEY / SIDE STREET



NO ALLEY, CARPORT



STREET-FACING GARAGE (NO ALLEY PRESENT)



NO ALLEY, NARROW / CONSTRAINED LOT



PEDESTRIAN-ORIENTED DESIGN

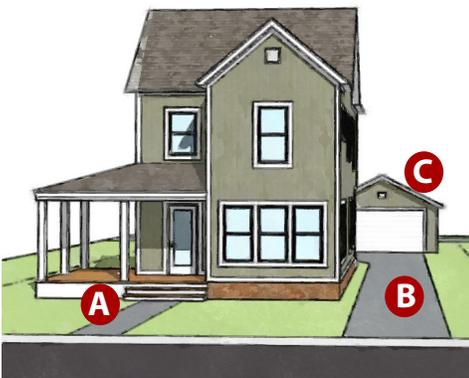
During public engagement events throughout the update to the Olde Town Subarea Plan, residents and business owners of Olde Town identified the pedestrian-oriented character of the neighborhood as a quality that they want to preserve over time. New construction should continue this character, and should design and orient buildings to foster a walkable, vibrant neighborhood. This includes clearly marked walkways, front doors and porches oriented to and visible from the street, and minimizing disruption of pedestrian priority areas by avoiding pedestrian/vehicle conflicts.



DESIGN STANDARDS FOR SITE WITHOUT ALLEY ACCESS

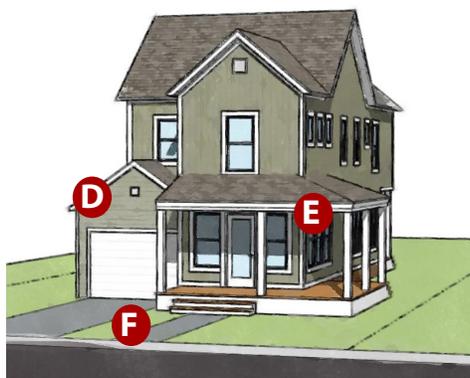
Garages and driveways shall be designed in a way best achieves the intents and standards while accommodating the site conditions and meeting all relevant zoning standards. When there is an alley present, garages and driveways must be accessed from the alley. However, many lots do not have an alley present and must still accommodate the walkable, pedestrian-oriented nature of Olde Town. Below are a few typical scenarios to providing garages and driveways in scenarios where there is no alley present.

GARAGE LOCATED BEHIND HOUSE



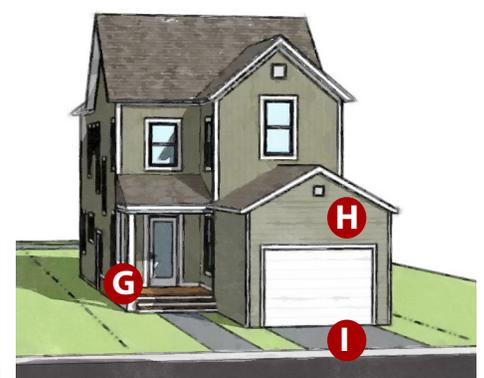
- A** Separated front walkway
- B** Long, narrow driveway; cut limited to ten (10) feet
- C** Garage located behind house

INTEGRATED WITH HOUSE



- D** Garage integrated with house
- E** Front entrance highlighted with architectural elements
- F** Separated front walkway

CONSTRAINED LOT



- G** Front entrance, minimum of six (6) feet wide
- H** Garage located in front of house due to site constraints
- I** Driveway, minimum of eighteen (18) feet long

Glossary

Articulation. Detail added for increased building interest. This includes but is not limited to the treatment of edges, corners, and adding texture to a surface. Façade articulation refers to the composition of horizontal and vertical design elements that contribute to the perception of the building.

Cladding materials. Cladding is the application of one material over another to provide skin or layer intended to control the infiltration of weather elements, or for aesthetic purposes.

Compatibility. The ability of a building or site to complement or “fit in” with its environment. The qualities of the new development or building must not be in conflict or competition with the qualities of neighboring buildings and developments. Note: the environment refers specifically to the built environment comprised of buildings and developments consistent with the vision of the Olde Town Sub-Area Plan and compliant with city codes and ordinances. New development should not strive for compatibility with non-compliant buildings.

Context. The setting and surrounding area of the project site. This includes both the natural and built environments, as well as all of the qualities, characteristics, and components that define it. Context must be considered on multiple scales, which include adjacent properties, the street or block, the entire Olde Town neighborhood, and the entire City of Issaquah.

Human scale. A sense of human scale is achieved when one can reasonably interpret the size of a building by comparing features of its design to comparable elements in one’s experience, such as individual bricks on a façade, or windows articulating a room or level of a building.

Impervious Surface. A hard surface area which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development, and/or a hard surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops and eaves, walkways, patios, decks (covered or open slat construction are both considered impervious), driveways, parking lots or storage areas, concrete or asphalt or other paving, pavers, and/or other hard-surfaced permeable materials which similarly impede the natural infiltration of surface and storm water runoff.

Massing. A building’s most basic shape as defined by the width and height, and often represented as one or more volumetric solids, or massing modules. Also called mass.

Mass Reduction. Strategies that are used to reduce the perceived mass of a building, often consistent of a change in height and shift in façade plane.

Mass Reduction Techniques (also Modulation). Variations of a building’s mass through the use of techniques that reduce the bulkiness of a building or make a building more interesting to the pedestrian; mass reduction techniques include shifts in plane, changes in height, or added architectural interest highlighting the primary entrance. Modulation adds interest and complexity to the shape of the building, complementing the pedestrian realm.

Munsell Book of Color. An internationally recognized color system that is based on the perceived brightness of color, that is the wavelength of color that is detected by the human eye. This system defines color by chroma, or visible wavelengths, and is helpful in determining overly bright, fluorescent colors.

Pedestrian friendly. A term that describes designs that support and encourage walking. Pedestrian friendly routes are safe, accessible, direct, easy-to-use, and connected. They also use scale, character, materials, and other elements to communicate this priority and create routes that appeal to pedestrians. Also known as "Pedestrian Oriented".

Pedestrian-orientated. Those uses, structures or areas which, because of scale, character, materials, accessibility, or other element, encourage walking and wheelchair use.

Pedestrian Spaces. Any area that is designed to prioritize ease, comfort, and safety of pedestrians, which includes sidewalks, crosswalks, courtyards, plazas, parks, trails, and open space.

Pervious Surface. A surface which does not prevent or retard the entry of water into the soil mantle as under natural conditions prior to development. Open, uncovered retention/detention facilities shall not be considered as impervious surfaces for the purposes of this document. (See also Impervious surface.)

Primary Pedestrian Areas. Any area that is designed to prioritize ease, comfort, and safety of pedestrians, which includes sidewalks, crosswalks, courtyards, plazas, parks, trails, and open space.

Primary Pedestrian Street. Streets characterized by such elements as sidewalks, street trees, pedestrian-scaled lighting, street furnishings, continuous storefronts, weather protection, unique, small-scaled signs, and lively window displays, all of which are intended to support pedestrian activity throughout the day and into the evening. Within Olde Town, the following street segments are designated as Primary Pedestrian Streets: Front Street (From NW Holly Street to SE Clark Street); and Sunset Way (from Newport Way to the I-90 Interchange).

Public Realm. An area designed to promote social interaction and a sense of community. An area which brings inhabitants together and contributes to an environment that encourages all to linger and share observations and perspectives. It takes into account the entire composition of the space and may include trees, walks, street furniture, signs, landscape, plazas, parks, and buildings as well as façade elements such as porches, stoops, and balconies.

Right-of-way. A strip of land occupied or intended to be occupied by a street, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, shade trees, or other special use.

Roof, flat. Roof with a very low or imperceivable slope, typically comprised of a parapet wall and may be used as a roof top deck or green roof.

Roof, gabled. Roof design with two (2) sides of the roof sloping down from a common ridge peak to form a triangular wall end.

Roof, gambrel. Roof style with two (2) different slopes between the ridge and the eaves, resembling that of a classic barn roof form. The lower slope is steeper than the upper slope.

Roof, hipped. Style of roof that slopes on the ends of the wall as well as the sides, so that the eave line formed is constant on all walls.

Roof, shed. Roof with only one (1) sloping side.

Roof pitch. The angle or steepness of a roof. Typically expressed as a certain rise over each twelve (12) inches of run; for example, a 6:12 roof pitch rises six (6) inches for every twelve (12) inches of run. Also called “roof slope.”

Low pitch - 1:12 - 4:12

Moderate pitch (conventional) - 4:12-8:12

Steep pitch - greater than 8:12

Roof shape. The outermost line of a roof which contributes significantly to the overall style and character of a building. Roof shapes include pitched or gabled, shed, flat, or some variation, and using multiple roof shapes can contribute to creating a human scale building.

Scale. The perceived size of a building as it relates to its environment. Related to a building's mass, but further breaks down a building's shapes through materials, windows, and other architectural details. Objectives dictating scale will often require decreasing a building's scale in efforts to provide a sense of human scale, and thus a more pedestrian-friendly environment.

Screening. The method by which a view of one site from another adjacent site is shielded, concealed, or hidden, for example, by fences, walls, hedges, landscaping, berms, or other features.

Sidewalk. A paved, surfaced, or leveled area that is usually located within public rights-of-way and is usually parallel to and separate from the street and is used as a pedestrian walkway.

Street-facing façade. Portion of a building that faces a street, defined as the surface of the building that is roughly parallel to and visible from a street. Street-facing facades do not include facades that are generally perpendicular to a street, although such facades may be visible from portions of the street.

Street-facing Garage.

Street-loaded Driveway.

Stucco. A type of exterior material that is applied as a plaster and made up of cement, water, and sand. Stucco is not well suited to Issaquah's climate due to the amount of rain and humidity.

Style. As related to architecture, combination of design details including massing, roof form, and materials.

Trim. Exterior material applied to accentuate design elements on the façade, especially windows and doors.