

18.604 Urban Design and Site Planning

Part 6 Development Standards

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Chapter 18.604 Urban Design and Site Planning

Article I: Intent and Applicability

18.604.010 Intent.

i Intent section A is adapted from CIDDS 11.0, Site Design Intent; Subsections A.1 - 5 are adapted from CIDDS 11.2 Site Design - General Standards

- A. The intent of this chapter is to attain vibrant, mixed use, pedestrian friendly neighborhoods by establishing site design standards that orient development so that it defines the public realm, reacts to and acknowledges the natural environment and improves the pedestrian and multimodal experiences. Each

development shall meet the site and urban design intent by blending functionality with elements that make projects memorable, identifiable, and livable. Specifically, these standards aim to achieve:

1. Integration. Sites are designed to acknowledge and amplify the context of the surrounding urban and natural environment including trees, creeks, and mountains.
2. Transportation Priorities. Pedestrian and bicyclist circulation needs are higher priority than motorized circulation, while ensuring sites are designed for functional motorized transportation.
3. Sense of Place. Development is designed to generate a sense of belonging, community, and interest. In some cases, development may be designed to establish distinct characteristics of different neighborhoods or districts.
4. Environmentally Sustainable Design. Development incorporates the most effective and innovative sustainable green building program measures.
5. A Sense of Arrival. Sites highlight unique design features and provide a sense of arrival in each District and development to establish distinct boundaries that are recognizable to the community.
6. Compatibility with Existing Features and Context. Sites respond to, and harmonize with, existing features and buildings, such adjacent creeks, internal and external views, solar orientation, and adjacent building design.

i The following intent statement is new, based on language and intent descriptions for the Urban Design Manual Standard on Compatibility of buildings and development (UD.1.3.1).

- B. The intent of this chapter's urban design standards is to ensure that new buildings harmonize with the vision for a neighborhood's buildings and public realm. When buildings harmonize within the context, the history and vibrancy of Issaquah's urban fabric is maintained and enhanced. Such harmony is achieved through the urban design standards for building scale, proportion, massing, and ground level activation, unless the new buildings are of civic and social importance, when differentiated architecture can highlight the building's importance. This is further discussed in 18.xxx.

18.604.020 Applicability

- A. Unless exempt by 18.604.030, this chapter applies citywide to development, redevelopment, and subdivisions.
 1. Site and urban design standards applicable to all sites are addressed in IMC 18.604.030.
 2. Site and urban design standards applicable to multi-family, commercial, and mixed-use development are addressed starting in Article III, as show in the following table:

Table 18.604.020.A.3 Applicability of Design Standards

	Use	Reference
Urban Design		Article III
Through-Block Passages	All	18.604.060
Storefront Design	Olde Town	18.604.070
Corner Design	Olde Town	18.604.070
Ground Level Facades	Multifamily and Commercial	18.604.080; 18.604.090
Entries	Multifamily, Commercial, and Retail	18.604.100 through 18.604.120

Site Design		Article IV
Front Yards	Multifamily	18.604.130
Driveways and Garages	Single-Family/ Townhouse	18.604.140
Fences, Walls, and Screening	All	18.604.150
Waste Collection	All	18.604.160

- B. Additional standards may apply by zone and subarea, as identified and applicable in Part 7, Neighborhood Overlays.

i The following exceptions section is still in development and will be released in the next draft after City Attorney review.

18.604.030 Exceptions

- A. [Placeholder]

Article II: General Standards Applicable to All Uses

18.604.040 Site and Urban Design General Standards

i In CIDDS, the following standards are "should" statements. These were changed to shall statements for this draft. Staff feedback encouraged if this change is inappropriate for any of these standards.

- A. Sustainable Site Design. Every project must contribute to the City's overall goals for sustainability and climate change mitigation and resiliency, in accordance with- [Comp Plan Reference]. Specific to site design, this means development must integrate sustainable green building principals into designing site layout, orientation, and construction. Required methods include, at minimum, integrating existing environmental site characteristics such as existing topography, critical areas, trees, solar and wind patterns into the design, enhancing or expanding multi-modal transportation options, electric vehicle charging, and including accommodations for technologies such as conduits for fiber, broadband readiness, and building and lighting energy use minimization.

i The following standards, from Intuitive Wayfinding to Special Paving, were adapted from CIDDS 11.2.D and H-L.

- B. Intuitive Wayfinding. Sites must provide wayfinding signage and be designed so all users including pedestrians, bicyclists, and motorists can easily orient themselves and understand how to move through the development.
- C. Multi-functionality. Site design must create opportunities for multiple uses. Examples include:
1. Raised planters and walls may be used for seating;
 2. Planter strips may accommodate bioswales;
 3. Raised utility vaults may be an opportunity for a playscape;
 4. An emergency staging/fire lane area may be used for recreation or informal gathering when not in use for emergencies;
 5. Fire turnarounds may be integrated into plaza/trail/road configurations;

6. Parking lots and garages may be used as off-peak markets;
 7. Low volume driving surface may be shared with pedestrians and bicyclists;
 8. Nature trails and utility corridors may be combined;
 9. Play elements that also educate;
 10. Swales or pavers that manage stormwater and create Community Space opportunity; and
 11. Utility and infrastructure cabinets may be surfaced with art, information, and maps.
- D. Site Amenities and Street Furniture. Site design must provide site amenities and street furniture in Community Spaces (IMC 18.612) and adjacent Transportation Facilities to support the uses and create a public living room. Amenities may include benches, pet pickup stations, bike racks, art, decorative bollards, drinking fountains, transit or bus shelters, overlooks, informational and directional signage, interpretive kiosks, waste receptacles, and directories. Amenities must be easily accessible to pedestrians and not interfere with pedestrian routes.
- E. Special Paving Materials. Special and varied paving materials must be used to create visual interest and highlight areas of importance. Examples of areas of importance are: locations in Community Spaces (IMC 18.612); transportation facility intersections; and important pedestrian crossings of vehicular routes (IMC 18.602).
- F. Transportation facilities. For pedestrian connections and connections to surrounding transportation facilities and properties:
1. Pedestrian facility connections shall be conveniently located with no greater distance than 250-feet of separation when a block length exceeds 300-feet.
 2. Motorized and non-motorized connections shall be provided in coordination with adjacent Circulation Facilities and city planned circulation facilities.
 3. Parking, drive-throughs, and similar auto-dependent facilities shall be located to minimize visual impacts and potential conflicts with pedestrian ways and bike lanes, in accordance with the Public Works Street Standards.
 4. Every building and structure shall be located toward the designated Circulation Facility as identified in Figure XX
 5. Portions of circulation facilities where buildings are not required must have architectural and landscape elements (examples of both needed) to maintain a strong streetwall presence.

i The following language for building orientation and subsection 1 is adapted from CIDDS 11.4, Environmentally Critical Areas, CIDDS 18, Design Manual, UD.1.1.1, Natural Context, and UD.2.3.2.3 Building Edges, Setbacks and Step Backs, Natural Areas.

- G. Building Orientation to Natural Areas in Central Issaquah. For development sites, partially or totally within the Natural Context Zone (i.e., within 150 feet of a natural area), adjacent site development shall respect, reinforce, and strengthen green assets. Natural area is defined as a critical area (wetland or stream), open space, parks, and natural appearing stormwater ponds, such as Pickering Pond, and Native Growth Protection Areas. The building design and site between the Natural area and the building must connect the building(s) and site uses to the natural area rather than divide them.
1. Where development is proposed adjacent to Natural Areas, the following is required:
 - a. Ample building openings—doors and windows oriented toward natural areas and open spaces, to blur the transition between outdoor and indoor spaces along natural areas.

- b. Upper floor building step backs to foster a graceful transition between the built and natural environments. Buildings provide a minimum step back of ten feet and maximum of 20 feet for all floors above the fourth floor that face the natural area.
- c. Place uses and activities in the setback from the natural area, to orient to and build on its presence, rather than divide the site from the natural area.
- d. All native plant material landscape in the area between the building and the natural area
- e. Balconies, stoops, porches and/or upper floor terraces facing natural area
- f. Public access—walkways between regulated creek or wetland open space and the building frontage

i Following standard adapted from UD 1.1.1, Natural Context

- g. Water-oriented features that may include viewing platforms, trails, and outdoor seating areas accessible to the public while containing human and pet impacts with a barrier, railing, or fence.
2. Where development is proposed adjacent to Natural Areas, the following is noncompliant design:
 - a. Building activities and design that close off the building from the natural area, including utility rooms, storage, and solid walls with lack of windows and doors
 - b. Driveways, parking, loading, or storage areas between buildings and open spaces including Parking lots abutting the natural area or parking structures and building service areas oriented to natural areas

i CIDDS 11.2.G, Views and Vistas, adapted below. Through-block passages and trails removed from the preservation of views. Significant Community Spaces will need to tie to new Community Spaces amp and terminology, 18.612. Considerations removed as unenforceable. Building locations placed on white board as unenforceable and vague.

- H. Views and Vistas. Projects must preserve views of the forested hillsides of Tiger, Squak and Cougar Mountains, Sammamish Plateau and Mt. Rainier from public spaces including Transportation Facilities and Significant Community Spaces as shown on the Community Space map, 18.612, as follows:
 1. Along the axis of existing Transportation Facilities except through-block passages and trails, preserve the existing linear view; however, if the existing Transportation Facilities are curved, then a deviation determining the important views to be retained, must be required. The deviation must be reviewed and approved prior to approval of the project's land use permit;
 2. For new Transportation Facilities, use views of the forested hillsides listed above as one criterion in determining appropriate layout;
 3. Design Significant Community Spaces in response to the views along new and existing Transportation Facilities.;

i CIDDS 11.2.G.4 is deleted as vague. Adjustment criteria and options placed on White Board for future review.

i This section was adapted from CIDDS 14.4, Ground Level Details

Article III: Urban Design Standards

18.604.050 Commercial Use in Mixed Use Buildings Ground Level Details

i Adapted from Olde Town MF Standards, Ground Level Details (When Ground Floor Is Commercial)

- A. Intent. To ensure that mixed-use buildings that have commercial use on the ground floor display the greatest amount of visual interest and reinforce the character of the streetscape.
- B. Standards:
 - 1. Buildings located along a public street must incorporate at least four of the following elements into any ground-floor, street-facing façade:
 - a. Lighting supported by ornamental brackets;
 - b. Belt Courses;
 - c. Plinths for columns;
 - d. Ornamental doors or window;
 - e. Projecting sills;
 - f. Tilework; and/or,
 - g. Potted plants or hanging baskets supported by ornamental brackets.

18.604.060 Multi-family Entries

i The following intent was adapted from Urban Design Manual Description on Groundfloor, Multifamily Entries, UD 2.3.3.1 and CIDDS 14.4.B

- A. Intent. When buildings have ground floor individual dwelling units or main lobby entries oriented to the street or pedestrian realm, they contribute to the vitality and safety of the Public Realm through “eyes on the street” surveillance. By locating entries to face the street, courtyard, and/or Through-Block Passages, residents and visitors will enter and exit the building from the street, activating and animating the Public Realm. The standards intend to provide ground-related residential units to improve the experience for pedestrians and offer the opportunity for semi-private space to the residence. The design and placement of the building, windows, and semi-private space needs to balance the need for activity adjacent to sidewalks and public space while maintaining security and privacy for residents.

i This section was adapted from code from CIDDS 14.4, Ground Level Details

- B. The design of residential buildings must reinforce a pedestrian-friendly and multi-modal transportation environment. This might include stoops, private front yards, common gardens, courtyards or elevated first floor units
- C. Any building abutting a Transportation Facility must be oriented to the Transportation Facility.

i The following standards were combined from Olde Town Standards, Multifamily Entries and Front Porches, and Urban Design Manual Standards on Entries for Groundfloor Multifamily buildings, UD.2.3.3.1.

- D. Standards

i The following standard is from Olde Town, Multifamily Entries and Front Porches

1. Multi-Family Buildings. Architectural elements must be used to provide a clearly identifiable and defensible entry visible from the street. For example, front porches with substantial depth, distinctive roof forms, architectural details, seating, railings, or alcoves may be used. Developments must include at least two of the following:
 - (1) Recesses
 - (2) balconies
 - (3) articulated roof forms
 - (4) front porches
 - (5) arches
 - (6) trellises
 - (7) glass at sides and/or above entry doors
 - (8) awnings and/or canopies

i Duplicates CIDDS 18 UD.2.3.3.1(c)

2. Architecture and landscape architecture features must be used to further enhance and identify the pedestrian entry experience. Primary building entries must include a clearly identifiable entry doorway visible from the Transportation Facility, enhanced landscaping, special paving, pedestrian-scaled lighting and/or lighted bollards, and a weatherproof roof covering, appropriate to the size and importance of the entry but at least six feet deep and four feet wide.

Figure 18.604.090.D.2 Commercial terracing or alternative treatments

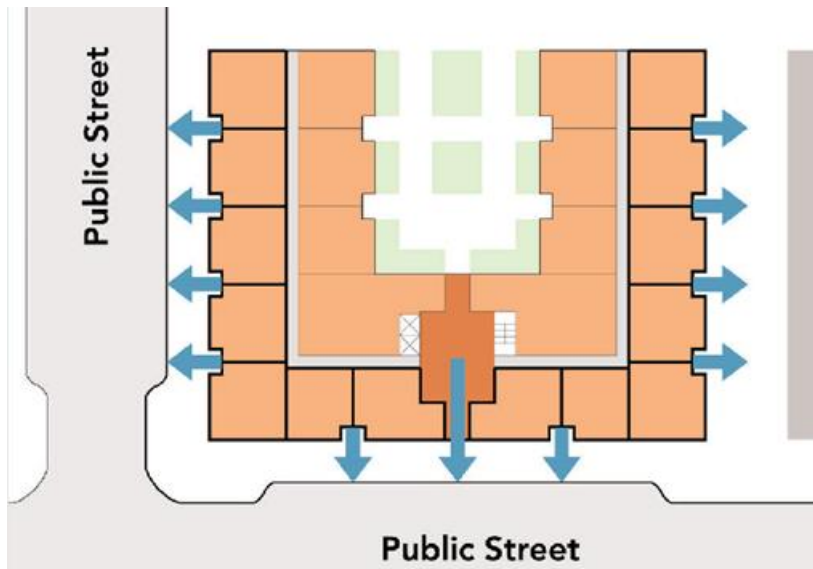


i The following standards adapt the standards from 2.3.3.1 – Entries, Groundfloor MF and CIDDS 14.4.B

3. Description: Ground floor residential entries must be oriented to the street, courtyard (if not adjacent to the street), or Through-Block Passage. If the doorway does not face the street, a clearly marked and

well-maintained five foot paved path must connect the entry to the sidewalk. They must also provide secure access directly to dwelling units or through elevator lobbies, stairwells, and corridors.

Figure 18.604.100.B.2.a Multifamily Entries Accessed from the Street



- a. Compliant design requires the following:
 - (1) The primary entry for any ground-floor unit abutting the Transportation Facility, and the primary entry for residential buildings without ground-floor units facing the street such as entries through lobbies, must open directly onto the Transportation Facility.
 - (2) Individual unit and lobby entry doors that are substantial enough to suggest privacy while still appear welcoming to those who approach and enter.
 - (3) For doors that face an active and busy street, provide separation through setback or four feet recess with comfortable grade change.
 - (4) Numerous and separated, rather than consolidated, entrances are used when multiple residences line the ground floor of a residential building. For each building frontage that exceeds 50 feet in length, each unit must have a separate entry directly from the sidewalk, through-block passage, courtyard, or similar pedestrian-oriented facility except where unavoidable factors (e.g., vertical separation such as for an underground garage, or horizontal separation such as a lack of setback) preclude the connection. Where the connection is precluded, terraces, balconies, or similar active facility must be provided for each ground floor unit.
 - (5) Secondary entrances may be from parking areas, where a pedestrian connection from the parking area to the entrance has been made.
- b. Noncompliant design:
 - (1) Main entries accessed directly from parking lots or alleys.

18.604.070 Commercial Office/Services Entries

i This section adapts standards from Urban Design Manual 2.3.3.3, Entries – Groundfloor Commercial Office, service

A. Description. By locating entries facing the Public Realm, employees and visitors will enter and exit the building from the street or passage, activating and animating the district. The following standards ensure

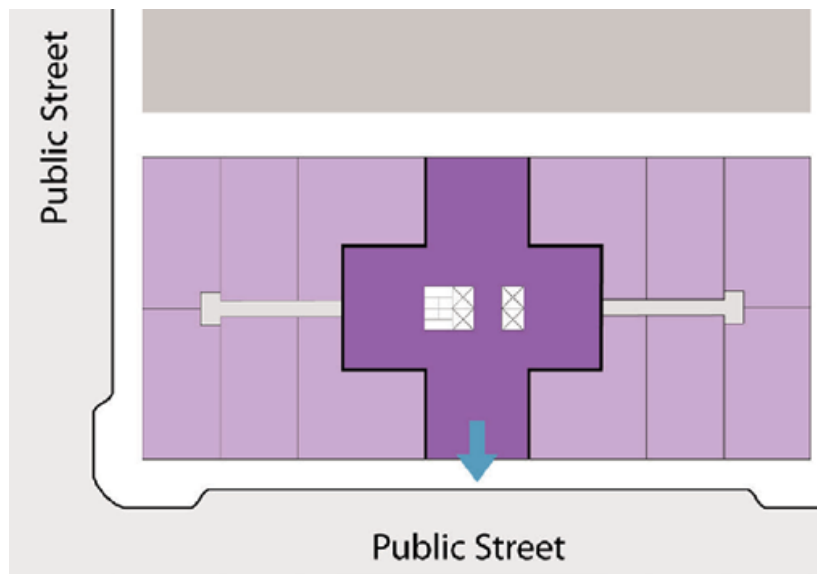
that entries facing the street are prioritized, and entries off Through-Block Passages will be additional and secondary to the street entrance.

B. Standards

1. Compliant design requires the following:

- a. Ground floor commercial entries must be oriented to streets and Through-Block Passages, and be directly accessible from the adjacent sidewalk.
- b. Primary business/client entries must face the street.

Figure 18.604.110.B.2.a Commercial Office Entry [Image: Crandall Arambula]



- c. Employee and service entries may be adjacent to other frontages, Through-Block Passages, and parking facilities.
 - d. Provide at-grade entries fronting sidewalks.
 - e. All doorway and window glazing must be transparent. Colored or dark tinting is prohibited.
2. Noncompliant design:
- a. Business/client entries accessed directly from parking lots.
 - b. Blue/green or dark tinted, reflective, or other opaque window or door materials and treatments.

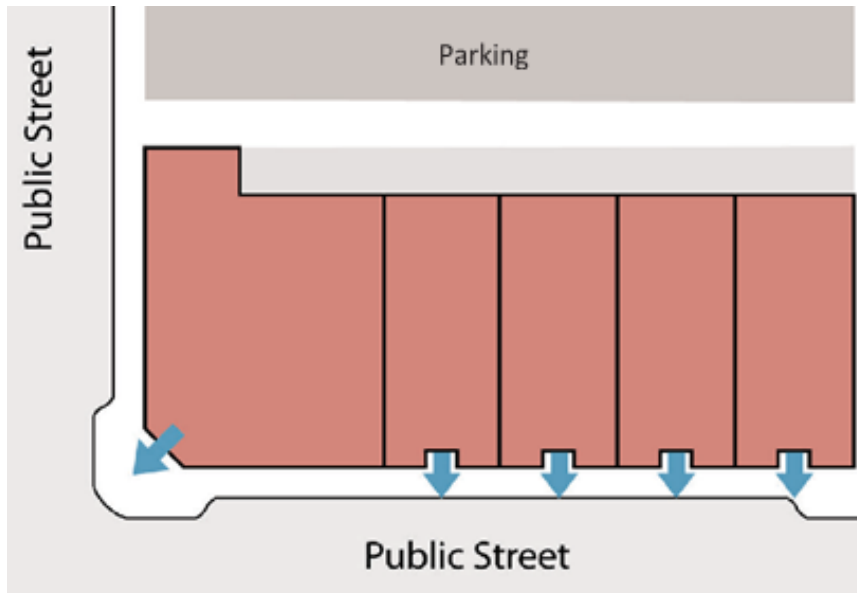
18.604.080 Retail Use Entries

i This section adapts standards from Urban Design Manual 2.3.3.2 Groundfloor Retail Entries

- A. Description. Individual retail shop entries oriented to the street are essential for business success and contribute to the pedestrian-oriented vitality of shopping areas. The following standards intend to ensure a welcoming and public realms for both businesses and pedestrians.
- B. Compliant design requires the following:
- 1. A customer entrance to individual retail storefronts must be oriented to the street and directly accessible from the adjacent sidewalk.
 - 2. Retail uses must have at-grade entries fronting sidewalks

3. Secondary entries are permitted along a Through-Block passage, alley, or parking lot.
 4. Entries directly from parking lots must be limited to service, employee, and emergency access.
 5. Entrances to business must be identifiable.
- C. Noncompliant design:
1. Use of ramps or steps to access a retail storefront
 2. A primary customer entrance directly accessed from parking lots or alleys.

Figure 18.604.120.B.7 Retail Entryways [Image: Crandall Arambula]



Article IV: Site Design Standards

18.604.090 Single Family Driveways and Garages

i The following standards combine 18.19C.240, Single family and townhouse standards and Olde Town SF-D Standards 6.0, Garages and Driveways.

- A. The standards in this section intend to emphasize people, pedestrians, and homes while reducing the impact of the automobile access and storage in Single Family Zones and lots, including townhouses on individual lots.

i Following standards combined from SF-D 6.0, Garages and Driveways and 18.19C.240, Talus/Highlands SF and Townhouse Standards.

- B. Driveways and garages must be located and oriented in a way that minimizes the impact on pedestrian circulation and pedestrian priority areas.

i Following standards on alley access identical across SF-D 6.0, Garages and Driveway and Talus/Highlands 18.19B/C.240, Single family and Townhouse Standards.

C. Alley Access.

1. If the lot has alley access, all driveways and garages must only be accessed from the alley.
2. Alley loaded driveway widths are not regulated.
3. If no alley access exists, driveways and garages may be accessed from the street.

i Following standards adapted from 18.19B/C.240 Single family and townhouse standards.

D. Garages

1. Garages must be set back a minimum of five feet behind the front exterior walls of the residential living space and use elements such as overhangs (e.g., living spaces, terraces, trellises) to shade the garage doors to minimize their presence.
2. Garages which face a Transportation Facility may not exceed 50% of the overall building width unless the building's facade is less than 36 feet wide.

i The following consolidates both Olde Town SF-D 6.0, Garages and Driveways and Talus/Highlands, 18.19B/C.240, Single family Townhouse standards.

3. On building facades less than 36 feet in width, facing a street or Transportation Facility whose facade includes both a front door and a garage, the width allotted to the garage must be minimized, and the width devoted to the front door and living space be maximized. In no case may the front door and the space on either side of it be less than six feet in width. In addition, the front door must incorporate element that emphasize its presence and importance, including weather protection, lighting, landscape, special paving, etc.
4. Garages must be sized to accommodate the required on-site number of standard-sized parking stalls, waste containers, and storage. Room for containers to hold the three types of waste that the City collects must be provided inside the garage.

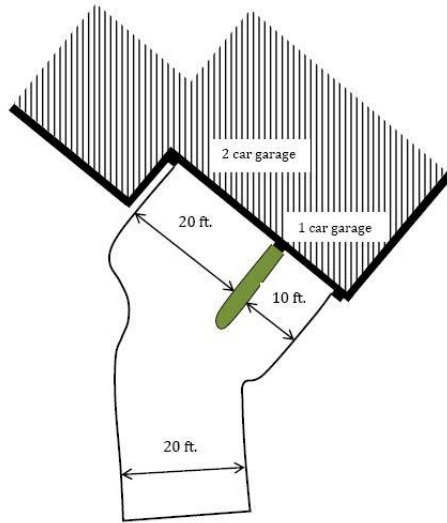
i Following standards adapted from CIDDS 11.3.N, Residential Garage Setbacks

5. Garage door colors must be the same as or close to the color of the primary house color.

i Following standard from Talus/Highlands, 18.19B/C.240, Single family Townhouse standards. Driveways without parking have been reduced in length both to match alleys and based on staff experience.

E. Detached Single Family Driveway Dimensions:

1. Each lot with driveway access from a street, woonerf, or similar facility except an alley must provide a driveway which has an onsite 18-foot minimum length and maximum driveway width of 20 feet. Where driveway parking is not needed or possible, driveways must be limited to four feet or less in length, and use other techniques which communicate that parking on the driveway apron is prohibited.
2. Where lots are narrower than 40 feet, the driveway cut within the right-of-way may not be wider than 16 feet plus two-foot wings.
3. Where a wider driveway is functionally necessary (such as to serve a three-car garage), use landscape or other elements to break the driveway into sections, each 20 feet or less in width. See example below.



i Following standard on driveway cuts combined from Olde Town SF-D 6.0, Garages and Driveways and Talus/Highlands, 18.19B/C.240, Single family Townhouse standards.

4. Only one driveway cut from a street, or another Transportation Facility with a pedestrian component, is allowed per lot, except alleys. The following standard on maximum driveway cut width adapted from Olde Town SF-D 6.0, Garages and Driveways
 5. Minimize the driveway width as it crosses the sidewalk. The maximum width of the driveway cut is 20 feet, not including wings, and the minimum width of the driveway cut is 10 feet. The width of on-site and off-site driveways must match.
 6. Driveways may not be asphalt; acceptable materials include concrete, exposed aggregate, and pavers.
- F. Townhouse Driveway Dimensions (Attached Single Family on Individual Lots):
1. Each standard lot with driveway access from a street, woonerf, or similar facility except an alley must provide a driveway which has an onsite 18-foot minimum length. Maximum driveway width for a single car width may not be more than 10 feet and for a double car width may not be more than 16 feet; however, the driveway may not be greater than 67% of the lot or unit width. Where driveway parking is not needed or possible, driveways must be limited to four feet or less in length, and use other techniques which communicate that parking on the driveway apron is prohibited.
 2. Where a townhouse has alley access, all vehicular access to the townhouse must be from the alley. Driveways from alleys must have an 18-foot minimum length where parking is desired and be limited to four feet or less in length where parking is prohibited.
 3. Driveways may not be asphalt; acceptable materials include concrete, exposed aggregate, and pavers.

18.604.100 Fences, Walls, and Screening

A. The standards in this section intend to provide screening from incompatible uses

i Adapted from UD 1.2.1

B. Site Walls

1. Objective

- a. Where walls are necessary or desirable, use walls that contribute to the selected architectural Style and positively add to the Public Realm.
2. Description
- a. Site walls may be necessary or desirable even on flat sites. Where they are used they must be factored into creating a Public Realm that is pedestrian friendly and engaging, through material selection, placement, height, etc. Some wall styles are appropriate in or adjacent to natural open spaces, other styles are suited to the built environment.
3. Compliant Design:
- a. Site walls adjacent to pedestrian areas (e.g., walkways, sidewalks, trails) must not be taller than four feet in height. If taller walls are required, e.g. as a retaining wall, two choices are available:
 - (1) A wall up to four-foot-tall next to or near the pedestrian area with one or more taller walls (each up to 10 feet in height) terraced behind the lower wall
 - (2) A wall, up to 10 feet tall, setback from the pedestrian area with enough setback to accommodate evergreen trees spaced every 30 to 35 feet. Additional walls, also up to 10 feet tall, may be terraced behind the first wall. Setback of the wall closest to the pedestrian area must accommodate mature tree size without impinging on pedestrian area. Setback space between trees will be filled with shrubs and groundcovers consistent with landscape standards, see 18.610.
 - b. In all cases of terracing, walls must be terraced with a minimum of 3 feet to accommodate shrubs, vines, and groundcover.
 - c. Wall materials that complement the selected architectural Styles, such as block or shotcrete covered soil nail walls
 - d. Materials scored or changed at a pedestrian scale frequency. Pedestrian scale materials include brick and other block or modular element. If concrete is used, it must be treated architecturally with scoring or other detailing
 - e. Walls four feet and greater in height and longer than 30in length will be articulated and modulated at a frequency of, at a minimum, 35 feet
4. The following are prohibited:
- a. Using rockeries or timber walls except when adjacent to natural open spaces
 - b. Large expanses of concrete with no reveals, scorelines, or similar elements
 - c. Walls that do not complement or that distract from the selected architectural Styles

i Standards from CIDDS 16.3

- C. Fence design should complement the character of the development such as split rail or informal fencing (e.g. vinyl, aluminum, etc.) in natural or transition areas, and more formal fencing in developed areas.
- D. Fences adjacent to pedestrian facilities and Community Spaces must be four feet or less in height and partially view-obscuring . Fences screening utilities, service, loading, waste, etc. must be the same height as the equipment it is screening but not exceed 8 feet, while complimentary to the architecture and character of adjacent areas.
- E. When large fences or walls are used to screen undesirable elements, then articulation, artwork, and/or landscape plantings must be added to soften the visual effect of the structure. Full height fences (six to eight feet tall) should be used to screen facilities such as waste collection areas.

- F. Preferred Materials: Wood, brick, stucco, or wrought iron are preferred fencing, arbor, pergola, or trellis materials such as when along a property side that is visible to the public or abutting property owners. Hedge or impenetrable landscape may be substituted for fencing, but height restrictions do not apply.

i The following adapts existing code by dividing chainlink use by land use. Recreational use is new but in response to a regular need such as at schools or a city park

- G. Use of Chain link fencing is restricted, except when provided as follows:
1. In general, chain link fencing is prohibited in prominently visible areas or along Transportation Facilities unless specifically allowed below.
 2. In less prominent areas, like the side and rear setbacks, black vinyl coated fencing, or other color coating that reduces visibility may be used.
 3. Temporary uses. Chain link fencing may be used for temporary purposes such as construction sites.
 4. Multi-family and non-residential sites. In less visible portions of multi-family, commercial, retail, or industrial areas, black vinyl coated chain link may be used for fencing where sight obscuring fencing isn't needed. Chain link fencing must be softened with landscape screening.
 5. Recreational sites. Recreation fields and ball fields can use black vinyl coated chain link fencing to contain balls and players.
 6. Major and minor utility facilities. If provided, chain link fencing must be used, it must be softened with landscape screening. Screening of chain link fences ensures a compatible transition between abutting land uses and must be effective during both winter and summer.
 7. Single-family, duplexes, triplexes, fourplexes, and townhomes on individual lots: Chain link may not be used unless specifically allowed by the architectural standards, such as Olde Town Single Family-Duplex Architectural Standards, or active Architectural Review Committee for an area, such as Issaquah Highlands and Talus.

i The following is from 18.07.120 D&E

- H. Electric Fences: Electric fences are not permitted in any district except where additional fencing or other barriers prevent access to the electric fence by small children.
- I. Barbed Wire Fences: Barbed wire fences may be used only in the following situations:
1. At the top of a six foot high solid or chain link fence in commercial or industrial zoned districts; or
 2. To protect and contain permitted agricultural animals, such as horses or llamas; or
 3. At the top of a solid or chain link fence around a major or minor utility facility.

18.604.110 Waste Collection Areas

i City's Waste Collection handout is incorporated into code.

- A. The following are the City's standards to ensure the provision of adequate facilities for waste and recycling collection in commercial and multifamily projects.
- B. General Standards for Waste Collection. Waste collection must meet all of the following standards:
1. Separate containers must be provided for garbage, recyclables, and food waste. Each collection type must be located in the same outdoor enclosure or indoor room, using consistent methods. If a

restaurant is an included use, room for a grease barrel must be provided. If a restaurant might be a future use, room for a future grease barrel is encouraged.

2. All trash compactors must be connected to sanitary sewer (separated from storm drains).
3. For dumpsters on rollers, the area at the front of the enclosure, where the dumpster will be pulled out for servicing, shall not exceed a 3% grade, to prevent runaway dumpsters.
4. For stationary dumpsters, any cross slope in front of the enclosure shall not exceed 10%.
5. Waste truck accessibility to the dumpster enclosures is limited by the truck turning templates, available from the City. Dumpsters on rollers must be rolled or pulled out to the front of the enclosure, while stationary dumpsters must be picked up from within the enclosure. There is a limited distance an operator will travel from vehicle to access enclosure; please discuss this with your purveyor and City staff.
6. If a vehicle is needed to pull the dumpster or containers to a location where the waste purveyor can access the containers for emptying, adequate storage space inside the building must be provided for the vehicle.

C. Outdoor enclosures require all of the following:

1. Waste locations should be convenient for residents/businesses. In general, waste enclosures should be provided within 250 ft. of each resident/use, unless precluded by other site planning factors.
2. Containers must be located within a minimum six foot high enclosure designed to extend a minimum of one foot above the height of the container and shall provide a 100% sight-obscuring enclosure. Other screening may be required per Landscape Standards, 18.610.
3. The enclosure must be roofed to create a wildlife resistant enclosure. Any roofed structure over enclosures for stationary dumpsters shall have a vertical clearance of 14 ft.
4. Enclosure pads shall slope toward an opening to allow drainage. The pad shall not exceed a 3% grade and shall be concrete.
5. Dumpsters, grease and oil containers, and trash compactors shall have no illicit discharge to storm drains. Storm drains shall be positioned so that potential discharge from dumpsters, containers, and compactors is visible outside the waste enclosure. For instance, storm drains can be located at a distance from the enclosure, such as a minimum of 15 feet, to highlight illicit discharge from the enclosure.
6. Dumpsters must have lids, or keep them under cover, to prevent the entry of stormwater.
7. Gate doors at the fronts of enclosures shall open with a 180 degree swing, and include gate stops in both the open and closed positions. The gates shall be constructed with commercial grade hinges, poles, and hasps.
8. A separate door for users is required in addition to the service gates to facilitate access.
9. Dumpster enclosures shall not be located in required setbacks.
10. Precast curb stops shall be placed around the entire inside perimeter of the enclosure except where doors are located.
11. Compactors must provide a 8-10 in. thick reinforced concrete slab.

D. Enclosures or collection rooms inside buildings:

1. If waste chutes are used they must be designed with one of the following:
 - a. three separate chutes, one each for recycling, garbage, food waste;

- b. two chutes (recycling and garbage) with food waste collection on each floor and in the same room as the waste chute access, and service of the food waste collection provided by the building management;
- c. one chute which switches between recycling and garbage with food waste collection on each floor and in the same room as the waste chute access, and service of the food waste collection provided by the building management.

Article IV: Administration

18.604.120 Allowed Deviations to this Chapter

i Following adapted from CIDDS 11.2 Site Design - General Standards

- A. Exceptions from this chapter must be requested according to the appropriate permit process in IMC 18.200 Permits and Procedures. Any proposal to deviate that does not satisfy the following conditions must apply for a Variance, also according to IMC 18.200, Permits and Procedures.
- B. Some building locations may deviate to ensure:
 - 1. Preservation of the view corridors specified above. The following techniques could be employed: increasing distances between high-rise buildings, retaining or creating view corridors, and strategic placement of building bulk or height, while meeting minimum densities, and FAR.