

Design Standards for Freeland

DRAFT

Prepared by
Freeland Vision 2025 Committee

Design Standards for Freeland

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EXECUTIVE SUMMARY

PURPOSE

The purpose of these Design Standards is to help implement the vision of the people of Freeland and the government and people of Island County. That vision, well expressed in this document and the County's Comprehensive Plan adopted in December of 1998, combines three essential elements: preserving the area's rural character, supporting its economic vitality and safeguarding its environment, including its water and habitat (see Chapter 1)

It is the intent of these standards to provide:

- Assurance to the community that its basic vision, as expressed in the built environment, is being honored and implemented;
- Reliable planning guidance to developers and builders, making it easier, quicker and less expensive for them to gain approval of projects;
- An incentive for creative thinking to promote smart ways for the Freeland area to grow, sustained by projects of which designers, owners, operators and the community can be proud.

APPLICABILITY

These standards apply to COMMERCIAL development in the Freeland Sub-Area as identified in Appendix A, whether it remains a Rural Area of Intense Development ("RAID") or it becomes a Non-Municipal Urban Growth Area (NMUGA) and to ALL development in the view corridor along SR 525.

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DEFINITIONS

Accent. An area covering no more than 10% of a building's surface area visible to the public.

Architectural Element. Part of a building's fabric, structures and associated services, such as a window.

Architectural Feature. A prominent or significant part or element of a building, structure, or site.

Architectural Style. The characteristic form and detail, as of buildings of a particular historic period.

Awning. A sloped projection made of canvas or other non-rigid material, stretched over a frame and extended over a doorway or window. The awning is supported entirely from the exterior wall of the building and provides protection from the weather.

Bargeboard. A highly ornamented or pierced board placed on the incline of the gable.

Block Face. The entire expanse of buildings from one intersection to another along a given street.

Bracket. Projecting support placed under eaves or other overhangs.

Canopy. Flat projection from a building façade.

Column. A supporting pillar, especially one consisting of a usually round shaft, a capital, and a base.

Cornice. An ornamental topping that crowns the structure it is on.

Entryway. A place of entrance.

Façade. A face or elevation of a building.

Fascia. The exposed vertical edge of a roof.

Frieze. The plain or decorative band or board located just below the storefront cornice.

Fully shielded light fixture. A light fixture shielded or constructed so that no light rays are emitted by the installed fixture at angles above the horizontal plane as certified by a photometric test report.

Harmony. A quality which produces an aesthetically pleasing whole as in arrangement of varied architectural and landscape elements.

Luminaire. A complete lighting system, including a lamp or lamps and a fixture.

Mechanical Hardware and Equipment. Equipment, devices, and accessories, the use of which relates to water supply, drainage, heating, ventilating, air conditioning, and similar purposes.

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Moulding. A decorative wood or stone contour or band, used in exterior and interior architectural elements.

Operable Shutters. Shutters capable of being closed over the window opening.

Operable Windows. Windows capable of being opened and closed.

Outdoor light fixture. Outdoor, electrically powered illuminating devices, outdoor lighting or reflective surfaces, lamps and similar devices, permanently installed or portable, used for illumination or advertisement.

Pier. An upright structure of masonry to serve as a principal support, whether isolated or part of a wall.

Portico. A roofed entrance porch, often supported by columns or pillars.

Projecting Sign. A sign other than a wall sign that is attached to or projects more than 18 inches from a building face or wall.

Site Hardware. Includes but is not limited to street furniture, lighting standards, mailboxes, control boxes, newspaper boxes, roadway signs, and fire hydrants.

Storefront. Street-facing façade area below the floor plane of the second floor.

Street Hardware. Objects other than buildings, structures, and plantings, located in streets and public ways and outside of buildings. Examples are lamp posts, utility poles, traffic lights, traffic signs, benches, litter containers, planting containers, letter boxes, fire hydrants.

Streetscape. The scene as may be observed along a public street or way composed of natural and man-made components, including buildings, paving, planting, street hardware, and miscellaneous structures.

Transom. A window above an opening such as a door or window built on a horizontal crossbar; often hinged on the top to swing open for ventilation.

Upper Façade. Above the storefront. Displays the structure's essential architectural style.

Wall Sign. A sign that is in any manner affixed to or painted onto any exterior wall of a building or structure or etched into exterior glass of a building or structure and that projects not more than 18 inches from the building or structure, including signs affixed to architectural projections from a building provided the copy area of such signs remains on a parallel plane to the face of the building façade or to the face or faces of the architectural projection to which it is affixed.

Window. An opening in the wall of a building that is made of transparent material.

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Chapter I

Design Review—Vision and Objectives

In its Vision Statement, the Island County Comprehensive Plan, adopted in December of 1998, incorporated a number of elements pertinent to the shape and character of the built environment. It said:

“Rural character is one of Island County’s most valued assets, providing diversity, a sense of community, and the quality of life desired by many island residents. Longtime residents and newcomers agree that a slow-paced, rural character has attracted and kept them here. Rural lifestyles provide privacy and individuality, allow people to set their own pace, bring people closer to nature and their neighbors, and offer the opportunity for family development in a safe environment...

“Through planning, the County will take steps to ensure that Island County’s rural character and natural beauty is protected, while meeting the housing and service needs of both existing and future county residents. When traveling through Island County one will see forests, farmlands with crops and livestock, and open space that provides for varied wildlife and flora.

“A safe transportation system will continue to be improved to first meet the needs of county residents as well as to provide for visitors. Two-lane roads that offer views of forests, farms, fields, snow capped mountains, and water characterize the transportation system in the rural area.

“Standards that protect wetlands, streams, steep slopes, beaches, wildlife habitat, and other critical areas have been implemented for rural development. Public beaches and forests, bicycle paths, hiking trails and other assets for low-impact recreation have been added. Public funding for open space acquisition has continued. Restoration and enhancement of important ecological features has occurred throughout the County, primarily along shorelines.

“Island County has instituted measures which allow for the continuing utilization of existing lots without unnecessary sacrifice of rural character, a strong economy, and environmental protection. Island County’s tradition remains evident as new development occurs. Large tracts of land, providing wildlife habitat and assistance with aquifer recharge, surround compact, dispersed settlements. Compact settlements are moderately dense and tend to reduce development pressure in more rural areas, which dominate the landscape while providing connectivity of natural areas for wildlife habitat.

“Innovative affordable housing and clustering techniques allow for the efficient placement of services, protection of critical areas, and provide high-quality open

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space, while not detracting from the County's rural character. Land use and housing policies, including affordable housing density bonuses provide for the development of housing units for that segment of the population which could otherwise be priced out of the County.

"The County continues to diversify its economy while NAS Whidbey remains the economic engine of the County and light manufacturing increases as an important economic factor. The County has successfully expanded job opportunities so that more local residents have the opportunity to live and work in the County. These actions have helped to relieve the pressures in off-island transportation linkages. Island County has become increasingly attractive to low-impact, appropriately scaled manufacturing, professional and service businesses, and craftspeople and artists. New businesses fit easily into both urban and rural lifestyles and provide improved wages, advancement, and career opportunities for our youth.

"The greatest challenge facing Island County is to mesh this vision of the future with the county's past and the view we see today. The task is formidable, but nothing less will do."

This vision is the guiding beacon for growth and development in Island County. Translating it into workable guidelines is indeed a formidable task. Here are important policy elements, consonant with the overall vision, that focus on the built environment:

OVERALL OBJECTIVES:

A. Establish predictable and defined land use patterns that support the community vision

- Define boundaries to the extent that has not been done
- Prevent sprawl and utilize land efficiently
- Integrate land use patterns and circulation systems so that they are mutually supporting

B. Build a sense of community

- Involve more citizens in planning for their future, especially with respect to land use development and public facilities; in each area, seek to build consensus among citizens for cooperative action.
- Improve communication between Island County and the citizens of the Freeland area.
- Provide more community gathering places, including public improvement projects

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- Encourage expanded use of existing public facilities and design new public facilities to serve more than one use

C. Improve and encourage economic development opportunities

- Encourage locally owned businesses and cottage industries
- Provide basic consumer needs and convenience shopping
- Provide for the appropriate expansion of the business core to accommodate expected growth
- Respect property rights while at the same time emphasizing the community-wide benefits of public projects and policies

D. Protect environmental quality

- Protect sensitive/critical areas and natural systems
- Protect aquifers and water quality and quantity
- Protect wildlife habitat
- Protect trees, especially in highly visible areas and along ridge lines

E. Enhance the unique visual identity of the Freeland community

- Preserve and enhance community character
- Preserve natural/visual resources
- Emphasize unique features and orientations, including historical features
- Enhance arrival points and gateways

F. Improve traffic conditions

- Improve safety for pedestrians/bicycles/vehicles
- Provide a range of transportation options including walking, cycling, and transit as well as private automobile
- Upgrade local access roads and streets
- Improve public transit as funds permit

G. Create an integrated systems of parks, trails and open space

- Provide multi-use, non-motorized trails for recreational use

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- Make the community (especially the business core) pedestrian-friendly by creating safe and secure pedestrian access for residents and visitors
- Create one or more common social and recreational centers, such as a village green, town square and/or a community center

SPECIFIC OBJECTIVES:

- Enhance a small town atmosphere, with its feeling of friendliness and gentleness
- Make sure Freeland is a friendly, interesting, and safe place for children
- Provide a downtown area that is a comfortable scale, and in which people can safely walk to various destinations
- Preserve views and open space
- Provide adequate recreational opportunities
- Promote economic vitality and especially encourage businesses that serve residents
- Provide for the design and construction of public projects that provide centers for community and business activities
- Reduce the number of vehicle trips in town by increasing walkability
- Provide adequate parking while reducing its visual impact
- Improve port and waterfront facilities by providing more waterfront and beach access with managed, well-defined public access points; preserving visual access to water; and protecting view corridors

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Chapter II

Design Review—Site Planning

Definition: *Site Planning* encompasses the location, orientation, and relationships of buildings, parking, landscaping, open spaces, vistas, access, and other features on the subject property and their relationship to the surrounding neighborhood.

Goal: Promote development that is functional, efficient, safe, and visually coherent. New development should be visually compatible with that which already exists. It should enhance the Freeland community and help achieve the objectives of the Freeland Plan.

Objectives:

- To create an active and safe pedestrian environment
- To maintain view corridors
- To upgrade the downtown and enhance the visual identity of Freeland
- To improve circulation of pedestrians and vehicles
- To organize activities and structures into a unified village setting
- To create attractive and compatible streetscapes
- To increase compatibility between uses and support an efficient land use pattern

All development and re-development in the Downtown Freeland area shall include site planning measures to define the street edge, encourage pedestrian access, provide amenities, and support Freeland design objectives.

Building Location and Orientation

Buildings in the commercial zone should be sited to provide functional outdoor public spaces that will maintain continuity between developments and that encourage and accommodate pedestrians. Views should be protected and enhanced. The following elements shall be addressed:

1. Relationship to Street Front

Structures shall be sited in a manner that will complement the adjacent structures. Sites should be developed in a coordinated manner to provide both order and diversity.

- (a) Set back new construction no more than 15 feet from the roadside edge, except where public spaces are incorporated into the front yard setback or when new construction can be demonstrated to be consistent with a larger master plan of multiple properties and uses and found to be consistent with the goals and policies of the Freeland Plan.

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- (b) The setback of new buildings on pedestrian-oriented streets to allow an 8-foot sidewalk is encouraged.
- (c) Treat building setbacks as pedestrian-oriented spaces or landscape them in accordance with Chapter V. Minimize paved surfaces except for pedestrian walkways and pedestrian-oriented spaces.
- (d) Provide a clear, identifiable pedestrian route from the public walkway to the building entrance. Preferably, walkways should be separated from the parking lot. If walkways traverse parking lots, the walkways shall be raised or treated with marking and textures (see Chapter IV, Section B). Street-facing pedestrian entrances are preferred, but entrances may be on the side of buildings, provided they are visible from the street and connected by a continuous pedestrian walkway.
- (e) Site buildings so that a pedestrian-oriented façade (see definitions) is presented to the street (see Chapter IV, Section B.1)
- (f) Limit parking and vehicle access (driveways) to no more than 60 feet, or 50 percent (which ever is greater), of the street frontage measured parallel to the curb.
- (g) Limit driveways to one entry lane and one exit lane per 300 feet, or to one lane each way per lot if the site frontage is less than 300 feet (see Chapter III, Section B.1, Guideline (c)).
- (h) Do not site outdoor storage areas or outdoor sales areas over 200 square feet in the front of commercial establishments or visible from the street. **Exception:** Outdoor sales areas are permitted if the merchandise and supporting appurtenances are moved in each day at the close of business hours. The County may allow outdoor sales in front yards if the sales are done in areas that conform to pedestrian-oriented space standards and the merchandise is attractively displayed. Examples that may be permitted under this provision include garden shop or nursery displays of plant materials, outdoor art galleries, and examples of completed home construction projects. Open storage of bulk materials, such as top soil or peat, shall not be visible from the street or adjacent properties. Temporary signs, banners, flags, or other visual distractions are not allowed in open storage or sales areas. Open storage and sales areas visible from the street or adjacent properties are subject to the provisions in Chapter V, Landscape Design; Chapter VI, Signage; Chapter VII, Lighting; and Chapter VIII, Utilities/Refuse/Service Areas. All open storage and sales areas shall meet design conditions placed on them by Island County.

2. Relationship to Adjacent Properties

- (a) Locate service areas, outdoor storage areas, and other intrusive site features away from neighboring properties to reduce conflicts with adjacent uses. Where the County deems necessary, landscape screening must be planted along property lines adjacent to “incompatible uses.” Incompatible uses include: outdoor storage areas adjacent to any other use, service areas adjacent to any other use, and commercial development adjacent to a residentially zoned property. The buffer must conform to the requirements of Chapter V, Landscape Design. If changes in topography between the residential and adjacent property are sufficiently great, then modifications to some of the above buffer options may be allowed with the County’s approval.

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- (b) Integrate outdoor storage areas and loading facilities into the site design to minimize their size, reduce visual impact, and allow for pedestrian and vehicular (where appropriate) movement between sites.
- (c) Arrange artificial outdoor lighting during site construction so that the light is directed away from adjoining properties. Lighting shall be directed down to the intended area to be illuminated.
- (d) Ensure that site development meets the requirements of the Island County Noise Ordinance and consider ways to minimize impact upon neighboring properties.
- (e) Incorporate dust, soil erosion, and storm water control measures and other best practices as required by Island County.

3. View Corridors

Construction which is visible from State Highway 525 shall be sited in a manner that preserves, as much as feasible, the view corridors from the highway. Building design that is compatible with and enhances the existing visual environment is highly encouraged.

4. Corner Lot Requirements

Incorporate outdoor spaces or other features at or near the intersection corner of the site when a development is located at a corner intersection. All new buildings or major remodels located on properties at the intersection of two public streets are encouraged to employ one or more of the following design elements or treatments to the building corner facing the intersection:

- At least 25 square feet of sidewalk area or pedestrian-oriented open space in addition to the otherwise required setback.
- A building entrance, lobby, atrium, or pedestrian pathway at the corner.
- A corner architectural element such as a bay window or turret; roof deck, balconies or upper stories; building core setback “notch” or curved façade surfaces; or sculpture or other artwork.

5. Open Space (see also Chapter V, Section A.1, Guideline (a))

- (a) Site buildings so that the open space is usable, except where it is prudent or necessary to allow for future building expansion. The intention is not that every open space must have a use, but rather that buildings should be oriented to make effective use of the site.
- (b) Incorporate significant views, where possible, and solar angles into the design of outdoor spaces. Coordinate with adjacent outdoor spaces and streetscape.
- (c) Address pedestrian needs in site and building design and develop creative approaches to improving pedestrian safety, interest, access, and enjoyment for visitors and those living in the Freeland community.
- (d) Provide, if possible, pedestrian open spaces, such as covered walkways, courtyards, and plazas, as well as open and attractive passageways between buildings and blocks.
- (e) Provide, if possible, outdoor seating and dining areas that face the street.

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6. Multiple Building/Large Lot Developments

- (a) Take advantage of special opportunities and mitigate impacts of large developments. The site planning for all developments over five acres must feature a demonstrable unifying organization that accomplishes the following goals:
- Mitigates transportation impacts and conforms to the Freeland Main Street Improvement Plan’s objectives for better traffic circulation by connecting through streets where appropriate.
 - Provides convenient pedestrian circulation connecting all on-site activities to adjacent pedestrian routes and street rights-of-way (see Chapter III).
 - Encourages buildings to complement adjacent activities and visual character and creates comfortable human environments.
 - Incorporates open space and landscaping as a unifying element.
 - Upgrades the quality of pedestrian-oriented streets if adjacent to applicable street fronts (see Chapters III and V).
 - Where possible, incorporates screening, environmental mitigation, utilities, and drainage as positive elements (e.g., creates a “natural” open space or wet pond as a site feature to accommodate surface water runoff).
- (b) Coordinate guideline requirements to produce innovative organizational schemes. While the referenced guidelines apply to smaller lots as well, the intent of this guideline is to encourage project designers to coordinate guideline requirements into innovative organizational schemes, such as a “village green,” “small town grid,” “pedestrian square,” or “perimeter walk,” that integrate the new development into the downtown’s existing structure and create a pedestrian-oriented focus.

7. Related Guidelines

- (a) See Chapter III for circulation and parking elements.
- (b) See Chapter IV for building elements related to site planning.
- (c) See Chapter V for landscape design elements.
- (d) See Chapter VI for site lighting.
- (e) See Chapter VII for utilities and service areas.

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Chapter III

Roads, Parking, Walkways and Amenities

Overview: This chapter concerns the relationship of the components of a roadway, including the traveled road section, on-street parking, storm water runoff collection system, pedestrian walkways, access points, and utilities, along with street amenities, such as street trees, pocket parks, street lighting, and street furniture, that occurs within the public right of way. The overall goal is to ensure a coordinated system of roads, walkways, and amenities that protect and accommodate the needs of the pedestrian while allowing efficient vehicular circulation. Roadway design is composed of the following elements: roads and sidewalks in the public right-of-way, including streets, sidewalks, and pedestrian walkways, and on-site circulation and parking, including vehicle circulation, parking, bicycle and pedestrian circulation, and coordination with transit stops.

A. Roads and Sidewalks in the Public Right-of-Way

Goals:

- To provide for connectivity between components of the community with design standards that will integrate neighborhoods and commercial districts, thus providing for efficient vehicular circulation and pedestrian safety
- To require all major road improvement projects to conform to Island County standards and satisfy state mandated concurrency objectives
- To require all new development to mitigate direct traffic impacts to roads in Island County through construction of necessary roadway improvements, as warranted through traffic impact analysis
- To encourage existing development to participate in the formation of an area-wide improvement district to fund desired roadway improvements
- To encourage street designs and development patterns which accommodate pedestrians, vehicles, transit users, and bicyclists in a balanced way
- To minimize visual impacts of utilities, such as poles, wires, signal controller boxes, and transformers
- To restrict new highway access in favor of utilizing existing arterials whenever possible
- To encourage existing development and require new development to participate in area-wide streetscape improvements as a means of building community, attracting tourism, and ensuring economic prosperity
- To set standards for road construction design that accommodate street tree plantings, street furniture, and pedestrian lighting within the public right-of-way to provide for an aesthetic route for both pedestrians and drivers

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- To encourage the creation of a contiguous county-wide pedestrian/bike trail to route these activities away from the SR525 roadway.

1. Roadway Design

- (a) Clearly mark and locate bicycle routes to form a network of routes that is convenient and safe.
- (b) Where feasible, design roads to control traffic through the use of traffic-calming devices, such as the following:
 - Curb bulbs or neck downs at intersections or pedestrian crosswalks
 - Reduced turning radius in high-pedestrian areas; to be applied to non-arterial streets
 - Large street trees, green planting strips, and pocket parks (see Chapter V, Landscaping)
 - Offset parking along the length of both sides of a roadway where appropriate
 - Changes in road surface, including changes in paving materials, texture, speed tables, or color
- (c) Design roadways to meet the level of traffic volume projected as well as the land use design objectives of the local area. Street design for local access roads falls into the following five categories:
 - Neighborhood Boulevard
 - Neighborhood Commercial Street
 - Residential Parking Street
 - Residential Lane
 - Alley
- (d) When designing street improvements, consult the Design Standards for Island County
- (e) Keep curb cuts narrow and far apart to minimize sidewalk interruptions. Turning radii should be minimized in high-pedestrian areas
- (f) Locate parking on-street where feasible within the constraints of right-of-way and pedestrian needs to buffer pedestrians and slow traffic.
- (g) Plant street trees along all project frontages where feasible. Street tree selection shall be coordinated between properties along road corridors according to the Island County Street Improvement Plan (see Chapter V, Landscaping, for recommended species). Trees shall be contained within a planting strip or tree grate within the sidewalk boundaries. Select species that will not obstruct desirable views at maturity. Select appropriate species and locate trees to provide visibility of storefronts and signs under 12 feet in height.

2. Sidewalk Construction Within Raid/NMUGA Boundaries

- (a) Developer may sign a covenant of participation (in-lieu of sidewalk construction when deemed appropriate by the County Engineer) on Local Road Improvement Districts for sidewalk and other improvements.
- (b) Install sidewalks in widths determined on a basis of the road right-of-way width available and objectives of the Design Guidelines. Sidewalk width shall be as

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follows:

- Minimum sidewalk width shall be 6 feet, with a 8-foot minimum width at the building entry and a 4-foot minimum pedestrian clear zone provided
 - Where right-of-way width is constrained, additional land on the development parcel should be allotted to accommodate sidewalk construction requirements with a minimum of a 2-foot building setback
 - Sidewalk width may be reduced to 5 feet for existing structures, and for new development with a minimum 4-foot front yard setback, when constrained by the right-of-way and when demonstrated to be consistent with the Island County Street Improvement Plan's Streetscaping requirements and with existing improvements
- (c) For sidewalk surfaces, use pervious materials if possible; otherwise concrete or brick pavers. Vehicular crossings of pedestrian walkways shall be clearly marked and identifiable, with surface treatments such as color changes, surface material or texture changes, or slight grade changes.
- (d) Locate public sidewalks primarily within the right-of-way area. In special instances sidewalks may need to extend into private property to meet the objectives of this handbook.
- (e) Where feasible, plant street trees along all project frontages. Street tree selection should be coordinated between properties along road corridors (see Chapter V, Landscaping, for recommended species). Trees shall be contained within planting strips or tree grates within the sidewalk.
- (f) Provide lighting fixtures as described in Chapter VII, Lighting.
- (g) For café zones or outdoor dining in the public right-of-way, ensure that outdoor dining areas or sidewalk areas conform to all of the following:
- Requirements of a minor Site Plan Review
 - Are lighted with low-intensity lighting that is directed down toward the seating area and does not spill out onto adjacent properties
 - Are contained within the property boundary to the rear or side area of a site, within a screened fence or hedge. Such areas may be allowed along a building frontage subject to the following criteria:
 - Are subject to Administrative Site Plan Review
 - Provide clear separation between pedestrians and vehicles through use of planters, decorative fencing, and low walls
 - Are able to provide 4 feet minimum of sidewalk clearance within all points of the designated area

B. On-Site Circulation and Parking

1. Vehicle Circulation

- (a) Where pedestrian circulation crosses vehicular routes, provide a change in grade, materials, textures, or colors to emphasize the conflict point and improve visibility.
- (b) Minimize the width of curb cuts while ensuring that the requirements of emergency

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service vehicles are met. Circulation routes shall focus upon main entries and exits and also identify secondary access points.

- (c) Site new driveways away from or immediately opposite street intersections. Limit the number of driveways to no more than one driveway per every 300 feet for arterial roads and one per 150 feet for secondary and local access roads. Parcels less than 150 feet in width may be required to share access with adjacent parcels. Access shall be provided in the following prioritized order:
- From the rear of the parcel or from alleyways
 - From the lesser traveled roadway
 - Shared with adjacent parcels
- Driveway location and design are subject to approval by Island County.
- (d) Accommodate access requirements of emergency vehicles and services, per the Island County Fire Code, on all elements of the site design.
- (e) Integrate service functions into the circulation pattern in a manner that will minimize conflicts between vehicles and pedestrians.

2. Parking

Parking Objectives: Typically the largest percentage of land use in a commercial district is parking. Parking areas should be designed so that the use is not visually intrusive and does not detract from the goal of providing a “pedestrian-friendly” downtown. This may be through shared parking or public lots that could be financed directly by a partnership between developers and the general community. Project proposals that exceed onsite parking capacity may contribute payment in-lieu to structured parking funds held in an escrow account to support construction of a parking facility. Shared parking plans that utilize off-hour capabilities shall be encouraged.

- (a) Locate parking to the side or rear of a site, except in these instances where there is an existing structure with no feasible means of accommodating parking to the side or rear (see Chapter II, Site Planning).
- (b) Create public parking areas behind buildings, using under-utilized public land where possible.
- (c) Provide incentives for developments to locate parking to the rear of buildings and underneath structures.
- (d) Connect parking areas on adjacent properties or create service alleys behind buildings.
- (e) Soften the visual impact of parking areas with trees and shrubs where feasible. In site design of parking areas, incorporate the use of screening, such as hedges or planters, to screen parking from pedestrian routes or adjacent properties (see Chapter V, Landscaping).
- (f) Limit parking and vehicle access to no more than 65 feet or 50 percent, whichever is greater, of the street frontage measured parallel to the curb.
- (g) In parking lot design, coordinate access with adjacent properties, if possible (see Chapter III, Section B.1, Guideline (c)).

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- (h) Line structured parking garages with perimeter tenant commercial spaces or mixed uses. Structured parking shall meet minimum site and building design requirements as prescribed herein.
- (i) Provide visible and understandable signs that direct motorists to available parking.

3. Pedestrian Circulation

Definition: Pedestrian walkways are both formal standardized public walkways and informal paths worked into a site's landscape design that provide a means for pedestrians to travel through the community along street sidewalks or other public routes.

Goal: To improve the pedestrian environment by making it easier, safer, and more comfortable to walk between businesses, to the street sidewalk, to transit stops, and through parking lots.

Objectives:

- To provide pedestrian facilities such as sidewalks, crosswalks and bus shelters that will connect all modes of transportation, including auto, bus, van pools, and bicycles
- To provide attractive, safe, continuous pedestrian access routes in the Freeland area that connect uses and public spaces in a system of public sidewalks and private walkways
- To utilize pervious pathway materials whenever possible
- To provide safe pedestrian routes across busy streets, including Highway 525, by a variety of means, including signalized intersections and distinctively marked crosswalks
- To make pedestrian circulation routes as obvious and simple as possible, illustrating a clear, identifiable path between vehicles and access into buildings or sites
- To create an alternate route for pedestrians and bicyclists along the SR525 corridor

Guidelines:

- (a) Provide a clear unobstructed route for pedestrians along all public roadways.
- (b) Provide pedestrian paths or walkways connecting businesses and the entries of multiple buildings on the same site. All likely pedestrian routes should be considered in the design phase to eliminate "short cuts" which damage landscaped areas.
- (c) Where pedestrian circulation crosses vehicular routes, provide a change in grade, materials, textures or colors to emphasize the conflict point and improve its visibility and safety.
- (d) Focus circulation routes upon main entries and exits and identify secondary access points.
- (e) Minimize redundant pavement that reduces the amount of a site available for

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landscaping and storm water absorption.

- (f) For the Freeland commercial district, provide the following:
 - Streetscaping that addresses the requirements of the Site Plan Review
 - A paved pedestrian path of at least 5 feet wide from the public street sidewalk to the building main entry.
 - A clear pedestrian path into parking lots over 150 feet in depth or 2 parking bays (approx. 65 feet) wide. Path shall be a minimum of 4 feet wide and delineated through striping, texturing, or paving to mark the route
 - A public sidewalk along the property road frontage
 - Adequate lighting at the building entries and along all walkways and paths through parking lots (see Chapter VII, Lighting)
- (g) Make all site facilities and amenities accessible to people with disabilities in accordance with the Americans with Disabilities Act. Accessibility requirements include the provision of special parking spaces, ramps, and signage and shall be noted on the approved site plan.
- (h) Design circulation systems to avoid conflicts between vehicular, bicycle, and pedestrian traffic. Pedestrian circulation shall take precedence over vehicular circulation in safety considerations.
- (i) Provide bicycle racks with commercial development at the rate of 5 percent minimum, of the number of auto parking spaces.
- (j) Construct internal site walkways a minimum of 5 feet in width. A lesser walkway width is supportable in low pedestrian traffic areas, unless required for handicap access, where the minimum width shall be 4 feet constructed to A.D.A. standards.

4. Non-motorized Transportation

Objectives:

- To create an alternate route for bicyclists along the SR525 corridor

(This section under development)

5. Coordination with Transit Stops

- (a) Encourage pedestrian paths from all transit stops through commercial areas to residential areas within 1,200 feet by the creation of easements for coordinated pedestrian routes across projects and properties as projects are developed.
- (b) Integrate nearby transit stops into the planning of adjacent site improvements. This may be achieved by:
 - Providing bus pull-outs or transit stops in the site circulation scheme
 - Providing a walkway directly from the transit stop into the project's entrance
 - Pavement provided for transit-waiting areas may be credited for landscape area requirements.
- (c) Provide pedestrian circulation routes to adjacent uses and transit, by providing access from a building/business entry to connect with:

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- Building entries of businesses and services within the development
- Building entries of nearby residential complexes
- Sidewalks along all developer-provided roads
- Marked crosswalks

6. On-Site Pedestrian Amenities and Spaces

Definition: The streetscape, the visual and functional supporting elements of a roadway design, provides aesthetic interest and comfort to the pedestrian. Street amenities serve to define the public space of a sidewalk as well as the adjacent roadway corridor. Pedestrian amenities include private spaces such as pedestrian-friendly plazas, furniture, lighting, and art. Pedestrian-oriented spaces and plazas are defined as an area between a building and a public street or pedestrian path which promotes visual and pedestrian access onto the site and which provides amenities and landscaping that enhance the public's use of passive activities, such as resting, reading, and picnicking.

Goal: To ensure a coordinated system of street corridor improvements that protect and accommodate the needs of the pedestrian while allowing efficient vehicular circulation.

Design Objective: To provide functional amenities for the pedestrian that are safe, comfortable, and aesthetically pleasing.

Guidelines:

(a) *Front Yards.* Where the front building façade is not directly adjacent to the sidewalk, develop the space between the sidewalk pavement and the building (the front yard) as a garden, lawn, and/or pedestrian-oriented space. A pedestrian-oriented space is encouraged to have:

- Landscaping that does not act as a visual barrier (e.g. planter beds)
- Site furniture, artwork, or amenities (e.g. fountains, kiosks, furniture)
- Pedestrian weather protection
- Pedestrian-oriented landscaping along walkway; (e.g. flower boxes or planters)

All uses shall provide street trees and street lighting as appropriate. All new uses shall participate in future improvement districts for business/community aesthetic enhancement.

- Space for a transit stop with seating
- Window displays over the majority of the front façade
- Decorative screen wall, trellis, or other building or site feature
- Pedestrian lighting
- Street trees
- Other elements as approved by the County Planning Department and Freeland Design Review Board that encourage pedestrian activities

A pedestrian-oriented space shall not have:

- Asphalt or gravel pavement

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- Adjacent unscreened parking lots
 - Adjacent chain-link fences
 - Adjacent blank wall without treatment
- (b) *Street Furniture*. Provide two pieces of approved pedestrian furniture or other site amenities for every 100 feet of property frontage. Street furniture shall be as approved by Island County Planning Department and Freeland Design Review Board.
- Components of street furniture include:
- Pedestrian seating
 - Artwork
 - Drinking fountains
 - Kiosks or public information boards
 - Refuse receptacles
 - Tables and chairs
 - Guard railings
 - Decorative lighting
 - Bicycle racks
 - Space for transit stop seating
 - Other elements as approved by the County Planning Department and Freeland Design Review Board
- (c) *Site Lighting*. Provide lighting at all building entrances, exit points, and pedestrian-oriented space. Provide a minimum of two foot-candles for pathways and four foot-candles for entry ways. On-building lighting shall be down-spot lighting or front-lighted. Specific lighting detail standards are addressed in Chapter VII, Lighting.

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Chapter IV

Architectural/Building Design

Definition: The building scale, mass, form, size, color, and materials as they relate to the site and adjacent structures and properties.

Goal: To create or maintain a pleasing character fitting of the maritime community through incorporation of design features that will promote architectural compatibility and diversity.

Objectives:

- To encourage and promote development that features excellence and comfortable amenities by incorporating human-scale elements in building design
- To encourage creative approaches to the use of land and related physical improvements
- To encourage the enhancement and preservation of land or buildings of unique or outstanding scenic or historical significance
- To strengthen the architectural identity of the community

A. Compatibility

Goals: To encourage compatibility in scale, mass, form, and design character between commercial buildings and the structures and pattern of development within the business district. Exterior building design and detail on all elevations visible from adjacent properties or a public right-of-way should be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

1. Design Character

- (a) Be prepared to demonstrate ways in which the proposed structure responds to its neighborhood through its architectural scale, roof form, building details, windows, materials, and signs. The design characteristics are described below. Building design should fit the character of the Freeland community through incorporation of neo-traditional architectural design standards on the side of building facades that face a public street or park, such as but not limited to:
- Steep roof lines or appearance of steep roof lines (greater than or equal to a 6:12 pitch)
 - Multiple gables

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- Dormers
 - False front
 - Multiple-paned windows with clerestories
 - Covered accesses
 - Corner and window trim details
- (b) Carefully design rear and side facades visible from public streets or neighboring properties with similar detailing as the principle facades of the building to maintain compatibility.
- (c) Submit all elevations of the building to building permit/design review evaluation.

2. Building Height

In the Freeland Commercial District, do not exceed the following building height limits: 3 stories, not to exceed 35 feet.

“Building height” is defined in the Island County Zoning Ordinance. Maximum number of stories is determined from the sidewalk abutting the main entrance, or from the sidewalk along the abutting road frontage.

B. Human/Pedestrian Scale

The incorporation of defined outdoor spaces into the building and site designs of all new development in the commercial district is encouraged. Encouraged outdoor spaces include courtyards, patios, plazas, covered walkways, passages, gardens, and trellised areas. Buildings should incorporate design elements that will accommodate the needs of the pedestrian and provide pedestrian interest. Buildings should incorporate design elements that reduce the apparent scale. The following design elements and techniques should be incorporated into building and site design:

1. Pedestrian-Oriented Façades

- (a) For all development, include at least three of the following design elements or techniques:
- Sculptural, mosaic, or other architectural details
 - Transparent window area or window displays at or below eye level along at least 50 percent of the length of the ground floor façade for retail
 - Pedestrian weather protection
 - Decorative light fixtures
 - Decorative building materials, including decorative masonry, shingles, brick, or stone
 - Individualized patterns or continuous woods details such as fancy butt shingles in a geometric pattern, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, or similar materials
 - Other materials with decorative or textural qualities as approved
 - Gable or hipped roof, provided the hipped or gable roof covers at least one half of

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- the building's footprint and has a slope greater or equal to a 6:12 pitch
 - Building articulation, with the upper story set back from the face of the building at least 4 feet or projecting out (forward) at least 2 feet
 - Decorative artwork
- (b) Provide a porch, covered entry, or other building element that defines an outdoor space, such as a trellis, overhang, or canopy. Entries should include weather protection, planters, and building façade artwork.
- (c) Treat code-required elements, such as parapet walls and screen walls, as an integral part of the architecture.
- (d) Minimize the visibility of a flat roof through the use of a false front and gables. Direct a flat roof away from, or screen it from, public spaces and street fronts.
- (e) For all buildings in the Commercial District, provide pedestrian weather protection at least 3 feet wide for a minimum of 60 percent of the building's façade. The weather protection may be in the form of awnings, marquees, canopies, or building overhangs. Awnings may extend to within 4 feet of the roadway curb, subject to Island County building permit review.

C. Architectural Scale

The following set of guidelines is intended to address building design details as might be seen at the scale of a pedestrian. Buildings that are stylized in an attempt to use the building itself as advertising shall be discouraged, particularly where the proposed architecture is the result of a “corporate” or franchise style.

1. Architectural Scale

- (a) For all new buildings two stories or more and more than 4,000 square feet in gross building footprint, provide at least three of the following features along the facades visible from the public right-of-way and pedestrian routes.
- Upper story setback
 - Horizontal building modulation. The maximum width without building modulation shall be 75 feet, measured horizontally. The minimum depth of modulation shall be 4 feet. Roof decks or balconies may be used as all or part of the building modulation so long as each individual balcony has a floor area of at least 100 square feet
 - Modulated roof line, as seen from a public right-of-way or designated public space. No individual segment of a roof may exceed 50 feet in length without a change in slope of 22.5 degrees or greater
 - Building articulation with design elements with a 50 foot-maximum spacing, such as the following:
 - Repeating window patterns
 - Including a porch, patio, deck, or covered entry for each interval
 - Including a balcony or bay window for each interval
 - Changing the roofline by alternating dormers, stepped roofs, gables, or other

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- roof elements to reinforce the modulation or articulation interval
 - Changing materials
 - Providing a lighting fixture, trellis, trees or other landscape feature within each interval
 - Substantial landscaping and/or pedestrian-oriented open spaces along the building façade.
 - Other proposed methods that satisfy the intent of the design principles of this document.
- (b) Avoid long or continuous wall planes, particularly in the pedestrian districts, where buildings should exhibit more detail and elements appropriate for close range pedestrian view.
- (c) Outside the Commercial District, relieve building surfaces two stories or more high or 50 feet in length with articulation or changes in wall plane that provide shadow or visual interest.

D. Building Materials

1. Exterior Materials

- (a) Use durable and high-quality exterior materials. Highly reflective materials are not allowed (reference 1.(d) below). Materials should be those of typical use in the Northwest, including:
- Bevel, lap, shingle, or board & batt siding
 - Rock, stone, and brick material
 - Architectural shake-style, textural composition, or metal roofing
 - Metal roofs
- (b) If sheet materials, such as composite fiber products or metal siding, are used as a siding material over more than 25 percent of a building's façade, use material with a matted finish in a color as specified in Section D.2. Include the following elements:
- Visible window and door trim painted or finished in a complementary color
 - Corner and edge trim that covers exposed edges of the siding material
- (c) If concrete blocks (concrete masonry units or "cinder blocks") are used for walls that are visible from a public street or park, use one or more of the following architectural treatments:
- Use of textured blocks with surfaces such as split-face or grooved
 - Use of stucco over block
 - Use of colored mortar
 - Use of other masonry types, such as brick, glass block, or tile, in conjunction with concrete blocks
- (d) Do not use the following materials in visible locations unless an exception is granted by Island County or Freeland Design Review.
- Mirrored glass
 - Corrugated fiberglass
 - Chain-link fences in front yards
 - Synthetic materials with reflective surfaces, including shiny galvanized steel and

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glossy vinyl siding

- (e) Select all vents, gutters, downspouts, flashing, electrical conduits, etc., to match or complement the color of the adjacent surface unless they are being used expressly as a trim or accent element.
- (f) Provide approved address numbers so that they are legible to the public from the street fronting the property.
- (g) Minimize the visibility of rooftop equipment by grouping all plumbing, vents, ducts, and rooftop mechanical equipment away from the public view through use of architectural screening details, such as parapets, walls, and rooflines.
- (h) Where possible, retain original facades that conform to the above guidelines on older buildings. Do not use metal siding, metal screening, plastic, plywood, sheet wood products, or fiberglass to cover existing facades. The County may allow synthetic siding on existing buildings, provided the material and details are consistent with the original architecture.

2. Colors

Freeland Design Review will keep a sampling of acceptable color ranges from historical paint colors or colors of traditional materials, such as wood, brick, or slate.

E. Building Equipment and Service Areas

1. Mechanical Equipment

- (a) Locate, design, and/or screen mechanical equipment to minimize visual impact on public streets, large surface parking fields, and neighboring properties.
- (b) Screen plumbing vents, HVAC equipment, and other building equipment from public view as feasible.

2. Service Areas

Mechanical equipment, trash, and other service areas should be screened from view, with screening not to exceed heights defined by Island County Code.

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Chapter V

Architectural/Building Design

Introduction: No other item enhances the value of a building, either in dollars or to the community, more than landscaping. Landscaping indicates thoughtfulness by the owner, designer and developer, and does much to integrate the overall design into the environment and community expectations.

Landscaping has a major impact on the temperature and humidity around buildings. It can have an impact on noise reduction and replace pollutant smells with fresh smells from plantings and mulching.

Landscape design requires discernment to balance the desire to screen buildings as well as make them visible. We recognize that the overall experience of the visitors to a site must be balanced with the factors that make success for the owners.

A. Landscape Plan Concept

Goals: The intent of these guidelines is to preserve and improve the aesthetic character of Freeland. The community wishes to:

- Enhance the esthetic quality of new construction
- Promote retention and protection of existing vegetation
- Encourage the use of native plant species
- Reduce the impact of development on drainage systems and natural habitats
- Promote landscaping which is consistent with the character of Freeland as a community bordering marine and semi-rural areas

Objectives:

- To provide visual screens and barriers as a transition between differing land uses
- To define plant species which are of low maintenance, resistant to drought and otherwise appropriate for conditions within the business district and which are safe for pedestrians
- To provide visual relief from large expanses of parking areas and integrate new construction into the natural environment
- To provide some physical separation between vehicular and pedestrian traffic.
- To retain existing vegetation (where appropriate) and significant trees by incorporating them into the design of each project
- To provide decorative landscape as a focal setting for signs, special site elements and/or pedestrian areas
- To provide increased areas of permeable surfaces to allow for infiltration of

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surface water into groundwater resources, reduce the quantity of storm water discharge and improve the quality of storm water discharge

1. Landscape Plan Guidelines

- (a) Submit a landscape design plan and be prepared to demonstrate that the plan provides:
- An overall design that is attractive and internally consistent
 - A unified pedestrian circulation system with amenities and plantings
 - A coordinated system of open spaces and/or planted areas that provide the suggested pedestrian areas. (The plan should indicate how the various spaces and plantings relate to the project's site design objectives of continuity, variety, activity, etc.)
 - Screening of service or utility areas
 - Plantings and/or site features that enhance the building's architectural qualities
 - Protection of existing significant trees and natural site amenities
- (b) The design should consider the following landscape design objectives where appropriate:
- Where feasible, coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures
 - Provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity
 - Design landscaping to create definition between public and private spaces
 - Design landscaping to provide a transition between built structures (vertical planes) and the site (horizontal planes), taking into account the relationship to existing vistas, hills and established trees
 - Use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries, and open space

B. Landscape Types

1. Planting Strips and Barriers

Use planting strips or areas as barriers and/or screens to separate land uses or specific activities and provide visual relief from large expanses of parking areas or buildings. Planting areas should be a mix of evergreen and deciduous shrubs whose height and width will be proportionate to the area being planted. Trees, shrubs, ground covers, and/or grasses that are native to the Puget Sound basin and are appropriate to the conditions of the site are preferred. Care must be taken to avoid blocking lines of sight for vehicles or pedestrians or obscure businesses with landscape material that will be too large for the site at maturity. Plants should be arranged asymmetrically unless the landscape plan emphasizes a formal design concept or space is too restricted to allow a mix of plant materials. Ground cover material should cover 90 percent of the soil in one

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growing season or 90 percent of the soil in three years if mulch is applied until the ground cover fills the designated area. Planting strips in parking areas and along roadways where traffic visibility is required will be limited to items on the approved plant list.

2. Decorative Landscaping and Special Areas

- (a) Use decorative landscaping as a focal setting for signs, special site elements, and pedestrian areas. Shrubs should cover at least 50 percent of the landscaped area. At least 50 percent of the shrubs should exhibit decorative flowers or foliage. They should be planted in a manner that will cover the ground in the area allotted to them within 3 years. The remainder of the area may be planted with trees, shrubs, ground cover, grasses, or cultivated flowerbeds.
- (b) Use plant materials as visual barriers or to add ambiance to special site elements for pedestrians, such as seating areas. Additions such as sculpture, artwork, kiosks, and site furniture are encouraged. Lighting for areas where pedestrians might congregate at night should be provided at approximately 4 foot-candles average for pedestrian-oriented spaces. Landscape materials should be in scale with the area.

3. General

Landscape unpaved areas in one of the following ways:

- Retention and/or enhancement of natural vegetation
- Cultivated trees, shrubs, and/or ground cover
- Other landscaping as approved by Island County

4. Parking Lot Landscaping

The intent of parking lot landscaping is to develop a positive image for the business district by providing an attractive appearance, reducing the summertime heat and glare build-up within and adjacent to parking lots, improving the views of parking areas for shoppers and area residents, lessening surface water run-off impacts, and providing landscaped areas within parking areas in addition to landscape buffers around the perimeters of parking lots. This section also applies to outdoor storage areas and outdoor sales areas visible from a street right-of-way or adjacent property.

(a) Screen in one or more of the ways identified in above in section V.B.1.(a) all parking lots and outdoor storage and sales areas within 100 feet of a public right-of-way and visible from the street. An alternative to the above required perimeter parking area landscaping guidelines may be submitted, provided that a better solution can be found in terms of public benefit for one or more of the following items:

- Integrating interior surface parking area landscaping with required bio-filtration swales or surface water detention ponds
- Incorporating or protecting natural features, including wetlands, significant trees and vegetation, and slopes
- Preserving distant views
- Providing significant pedestrian-oriented spaces, such as a “pocket park” or

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- amphitheater, beyond that which is required by Island County.
 - Creating an extension of or connection to a local park or a regional bicycle/pedestrian trail system.
- (b) Provide internal parking lot landscaping (but not for outdoor sales and storage areas). Specifically, all surface parking lots (excluding underground or structured parking areas) with more than 14 stalls and within 100 feet of the public right-of-way (excluding alleys) and not separated from that street by another building shall conform to the following guidelines:

Total Number	Minimum Required of Parking Spaces Landscape Area
15 to 50	15 square feet/parking space
51 to 99	25 square feet/parking space
100 or more	35 square feet/parking space

Provide shrubs and ground cover in the required landscape areas. Plant shrubs at a density of five per 100 square feet of landscape area. Up to 50 percent of shrubs may be deciduous. Select and plant ground cover so as to provide 90 percent coverage within three years of planting, provided that mulch is applied until plant coverage is complete. Do not locate a parking stall more than 50 feet from a landscape area.

Provide at least one tree for every six parking spaces. The trees required for parking lot landscaping may not be considered as street trees. *Exceptions:*

- Island County may exempt parking lots not visible from or not within 100 feet of a street or park from interior parking lot landscaping, but not necessarily from perimeter parking lot landscaping.
 - The applicant may propose alternative parking lot landscaping schemes.
- c) Provide landscaping to screen parking lots from adjacent or neighboring properties. Specifically, screen parking lots with over 14 stalls and within 10 feet of adjacent property lines by one of the methods described in section V.B.1.(a). Island County staff may waive this requirement if parking is shared by the adjacent uses.

Retention of Significant Trees

Objectives:

- To retain substantial natural vegetation
- To preserve and protect stands of mature trees
- To aid in the stabilization of soil by preventing erosion
- To reduce storm water runoff and costs associated with it
- To provide an important visual buffer and screen against traffic and noise
- To conserve and enhance the unique character of the area and protect and increase property values

1. Significant Tree Protection

- (a) Consider alternative building and parking siting strategies to preserve existing trees. Island County staff will review site plans and may require modifications in order to save stands of significant trees.
- (b) Consider integrating pedestrian and bicycle paths with stands of mature trees, where

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feasible, to provide a connection to adjacent uses.

D. Approved Plant List

Objectives:

- To encourage the use of hardy, attractive, and easily maintained plant material
- To encourage at least two seasons of interest for trees and shrubs
- To provide visual continuity by using plant materials from a specified plant list of a limited number of varieties and species, yet be open to new and interesting plant materials
- To encourage the use of trees and shrubs within the business district as an important unifying element to strengthen the image and continuity of the streetscape

1. Trees

- (a) When planting evergreen trees for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Island County.

Arbutus unedo Strawberry Tree Flowers and fruit
Calocedrus decurrens Incense Cedar Horizontal branching habit
Cupressus glabra Smooth Arizona Cypress Reddish bark
Garrya elliptica Coast Silk Tassel Beautiful catkins
Magnolia grandiflora Evergreen Magnolia Fragrant white flowers
Pinus cembra Swiss Stone Pine Dense foliage
Pinus contorta contorta Shore Pine Native tree
Pinus thunbergii Japanese Black Pine Irregular branching
Quercus ilex Holly Oak Evergreen, wind tolerant

- (b) When planting deciduous trees for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Island County.

Acer campestre Hedge Maple Yellow fall color
Acer circinatum Vine Maple Native
Acer ginnala Amur Maple Red fall color
Carpinus betulus Narrow European Hornbeam Yellow fall color
Cercidiphyllum japonicum Katsura Yellow fall color
Cornus mas Cornelian Cherry Flowers in winter
Fagus sylvatica Beech Smooth gray bark
Fraxinus angustifolia 'Raywood' Raywood Ash Seedless, great fall color
Malus sp. Flowering Crab Apples Spring flowers
Nyssa sylvatica Sour Gum Early fall color, very red
Oxydendron arboreum Sour Wood Scarlet fall color, white flowers
Parrotia persica Persian Ironwood Good fall color
Pyrus calleryana 'Capitol' Capitol Pear Good for narrow spots

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Quercus robur 'Fastigiata' Upright English Oak Good for narrow spots
Stewartia sp. Stewartia Flowers, good fall color, good bark
Tilia cordata Littleleaf Linden Fragrant flowers in summer

2. Shrubs and Ground Covers

- (a) When planting evergreen shrubs for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Island County.

Arctostaphylos x media Hybrid Kinnikanik Hybrid native
Cistus sp. Rockroses Many varieties
Lavandula sp. Lavender Many varieties
Mahonia aquafolium Oregon Grape Native
Mahonia nervosa Low Oregon Grape Native
Myrica californica Pacific Wax Myrtle Salt tolerant, good hedge
Rosmarinus Rosemary Many varieties
Vaccinium ovatum Evergreen Huckleberry Native
Viburnum tinus Laurustinus Winter flowering

- (b) When planting deciduous shrubs for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Island County.

Amelanchier alnifolia Service Berry Native White flowers and good fall color
Buddlia davidii Butterfly Bush Purple flowers in summer
Oemleria cerasiformis Oso Berry Native Early white spring flowers
Rhamnus purshiana Cascara Native Good fall color
Acer circinatum Vine Maple Native Good fall color
Salix sp. Willows Good for wet areas
Ribes sanguineum Red Flowering Currant Native Pink flowers in spring
Cornus stolonifera 'Flaviramea' Yellow Twig Dogwood Native Yellow stems in winter, wet areas
Cornus stolonifera Red Osier Dogwood Native Red stems in winter, wet areas
Philadelphus lewisii Mock Orange Native Fragrant white flowers in late June
Spirea douglasii Hardhack Spirea Native Pink flowers in summer
Vaccinium parvafolium Red Huckleberry Native Edible berries, good fall color

- (c) When planting ground covers for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Island County.

Arctospholos uvi-ursi Kinnikanik Native Evergreen, red berries in winter
Gaultheria shallon Salal Native Evergreen, can get shrubby
Gaultheria procumbens Checkerberry/Wintergreen Evergreen, stays low, holds berries
Polysticum munitum Sword Fern Native Evergreen, low maintenance
Cotoneaster sp. Cotoneaster Many varieties
Erica sp. Heather Many varieties
Calluna sp. Heath Many varieties

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- Epemedium sp.* Epemedium Many varieties
- (d) When planting grasses for required landscaping, incorporate plant material from the approved list below or alternative plant species as approved by Island County.

Fescue sp. Many varieties

Carex sp. Many varieties

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Chapter VI—Signs and Lighting

All signs and lighting in the Freeland Planning Area, including non-residential areas and along the scenic corridor, must meet the requirements of the Island County Signs and Lighting Ordinance, now incorporated into Island County Code as ICC Section 17.03.180 R. Section 17.03.180 R remains the primary source of guidance for signs and lighting in the county. This chapter provides some additional guidance and illustrations.

Commercial and Business Signs

Required Elements. Island County Code requires all signs to be adapted to the county's rural environment. Key code provisions for all commercial and business signs (but not public use signs) are:

- a) Signs shall be coordinated throughout a complex or project;
- b) Each sign shall be architecturally integrated with proposed structures, considering form, color and building materials;
- c) Lit signs shall be lettered or panel signs lit indirectly from above, or channel lit signs or box signs. ("Channel lit" signs are signs in which each letter is an individual sign and is internally illuminated. "Box signs" are signs enclosed by a case with internal illumination and plastic facing, with the plastic facing utilizing a solid dark colored background with light colored lettering);
- d) When illuminating a sign from above, the light source must be shielded to avoid spill-over of direct rays onto abutting properties and roadways, or into the night sky;
- e) No more than one (1) freestanding identification sign may be located on the main entrance to a complex or project and monument style signs are preferred over pole-mounted signs. Freestanding signs up to eighteen (18) feet in height and monument signs up to ten (10) feet in height may be permitted.
- f) Whether fixed or portable, flashing signs, moving light signs and off-premise signs are prohibited (except time-temperature-date signs);
- g) Attached signs shall not exceed by more than four (4) feet the height of the building or structure to which they are attached;
- h) Total signage shall not exceed one-hundred (100) square feet in area per business and of that amount, freestanding signs shall not exceed forty (40) square feet in area per side; and
- i) Signs in windows such as logos, "Open", "Beer", etc. do not count toward the allowed sign area.

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Additional elements:

- a) Signs should be user-friendly, attractive, and compatible with the community vision.
- b) Keep signs as simple as possible, relying on symbols to avoid needless clutter and complexity.
- c) Make signs as small and low-level as possible, oriented to pedestrians.
- d) Use landscaping in conjunction with pole signs for safety as well as appearance.
- e) Where multiple businesses operate from a central location, group signage to avoid the proliferation of signs, thus reducing costs and avoiding clutter and confusion.
- f) Building-mounted signs should be perpendicular to or flat against the building, integrating the sign and building design.
- g) Limit “A” board or freestanding open signs to one aesthetically pleasing sign per business entrance. Locate such signs so as not to obstruct pedestrian circulation on public sidewalks.
- h) Avoid mounted or freestanding reader-board signs.

Personal, Political, and Event Signs

- a) All personal, political, and event signs should be removed within five days after the event. In no case should any signs in this category be displayed for more than 30 days. Placement is governed by existing County Code.
- b) Vinyl banners should not be displayed unless associated with a specific special event.

Lighting

Required Elements:

Island County Code requires all lighting to be adapted to the county’s rural environment. Key code provisions require that both commercial and residential lighting are compatible with neighboring uses, preserve the dark skies, and provide a more pleasant and comfortable nighttime environment, without detracting from legitimate purposes of advertising and security. The following outdoor lighting standards apply in all zones:

- a) Lighting fixtures must be a full cut-off design that is shielded, hooded and oriented towards the ground so that direct rays of lighting source(s) are not visible past the property boundaries and do not shine into the night sky;
- b) Use of motion sensing devices for security lighting is encouraged;
- c) No lighting shall blink, flash or be of unusually high intensity or brightness;

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- d) All lighting fixtures shall be appropriate in scale, intensity and height to the use they are serving; and
- e) New or replacement lighting of County roads shall be shielded and downward pointing.

Exemptions to these standards include: lighting fixtures utilizing only fossil fuels; seasonal decorative lighting fixtures; lighting fixtures used temporarily for emergency purposes; lighting for public athletic fields, fairgrounds and approved temporary special events; lighting fixtures 60 watts or less; and lighting fixtures installed on residential structures (this last exemption does not apply to fixtures that light parking areas, driveways, sports areas or outbuildings).

Additional Elements:

- a) Provide a minimum illumination level of 2 foot-candles for all public pedestrian walkways and 4 foot-candles for building entries
- b) Provide a minimum illumination of 1 foot-candle throughout public and private parking areas. Parking lot light fixtures shall be of attractive and harmonious design for the area they serve, providing maximum illumination down while minimizing illumination up.
- c) Avoid using mercury vapor light fixtures.
- d) Avoid using back-lit signs or awnings.
- e) Consider light from buildings as an attractive component of streetscape lighting.

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Chapter VII—Utilities/Refuse/Service Areas

Goals:

- To reduce the visibility of trash containers in the business districts
- To minimize the visibility of "backs" of buildings, where service areas are located
- To reduce the noise impacts of service areas

A. Refuse Disposal and Service Areas

Service Areas

- a) For every parcel with a structure, provide a trash receptacle on the premises or access to a shared facility.
- b) Locate service areas (loading docks, trash dumpsters, compactors, mechanical equipment, and storage yards) so as to not have a negative visual, auditory (noise), or physical impact on the street environment and adjacent residentially zoned properties. Locate service areas at the rear of the lot, if possible.
- c) When refuse and service areas are visible from the sidewalk or adjacent properties, screen the elements. The screen should incorporate similar materials and architectural forms as the site's principal building.
- d) Provide trash receptacles that comply with adopted Public Works standards and are of sufficient size to accommodate the trash generated. All receptacles shall be screened on three sides with a fence and/or landscaping.
- e) Ensure architectural consistency between the design of any structure enclosing an outdoor collection point or any building primarily used to contain a collection point and the design of the primary structure(s) on the site.
- f) Install a 6-foot wall or fence to enclose any outdoor refuse collection point or dumpster service area, excluding collection points located in industrial developments that are greater than 100 feet from residentially zoned property. The fence shall be a solid material, such as wood or masonry, rather than chain link fence.

B. Utilities

Poles and Overhead Wires

- a) Eliminate overhead wires and poles where possible.
- b) When projects such as street redesign, placement of water or sewer lines, or other major construction require the removal of overhead wires and poles—hold coordinating meetings between the project designer/engineer and the utility

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companies (e.g. power co., telephone co., etc.) to discuss and plan the feasibility of burying the wires.

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APPENDIX A.