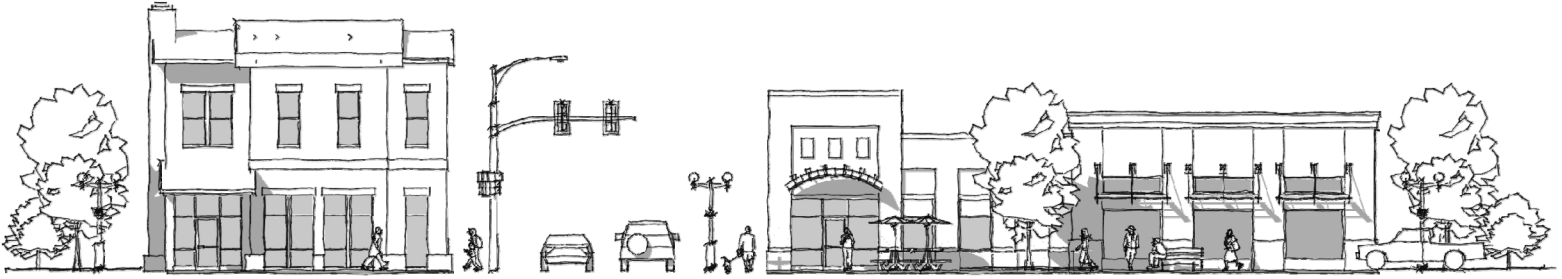


# CENTRAL BUSINESS DISTRICT DESIGN STANDARDS

CITY OF RICHLAND, WA

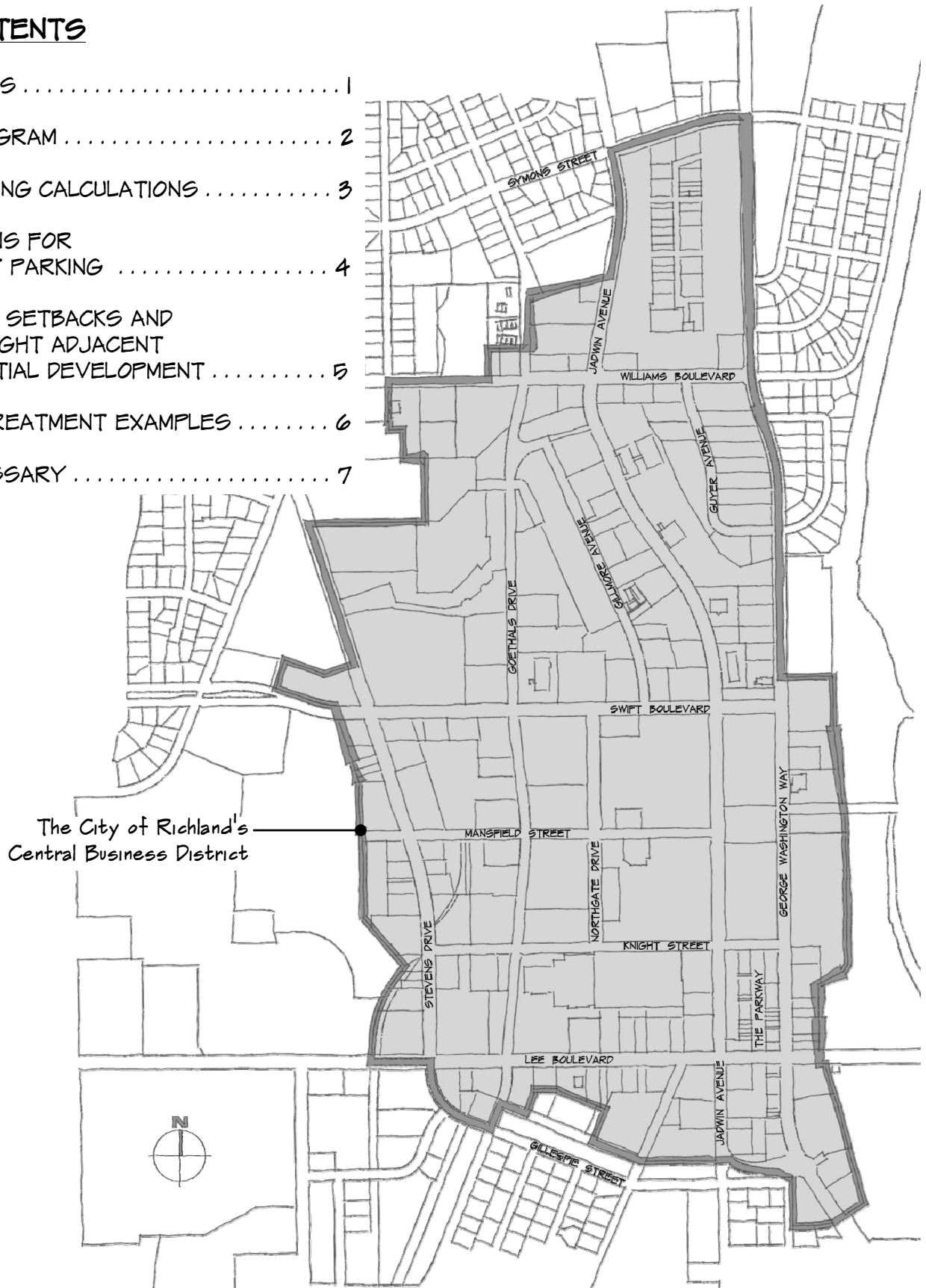


# INTRODUCTION

The purpose of this design manual is to provide examples of how development is to occur in the Central Business District (CBD) by illustrating the pattern and appearance of the built environment. The illustrations are meant to serve as examples only and are not the literal standards. Design styles and techniques that fulfill the intent of RMC 23.22 but are not illustrated in this manual are encouraged.

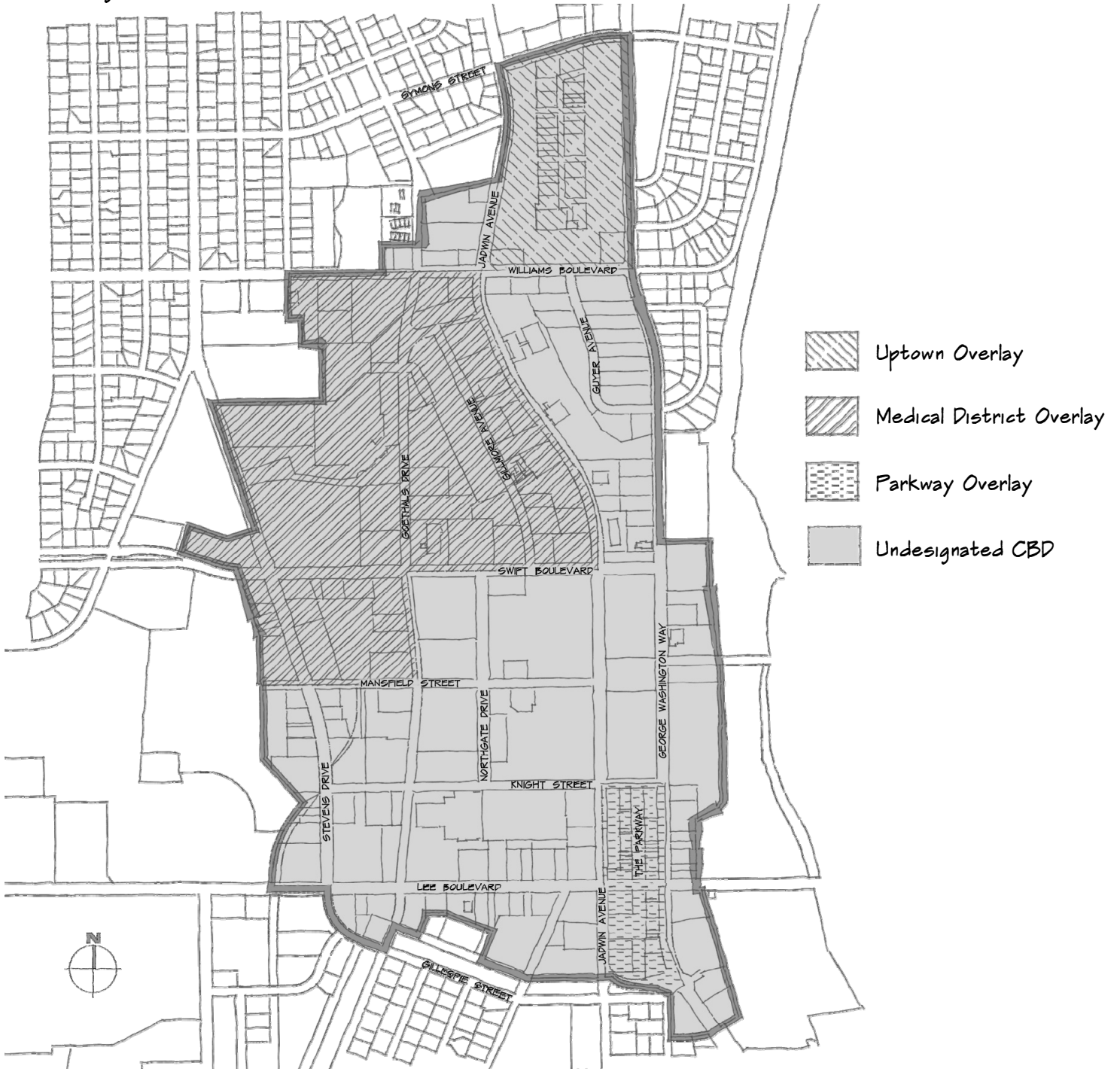
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# OVERLAY DISTRICTS

Certain neighborhoods are designated with overlay districts. Each district carries unique building height and setback standards.



DESIGNATION	MAXIMUM BUILDING HEIGHT*	MINIMUM BUILDING SETBACK**	MAXIMUM BUILDING SETBACK
Uptown	50'	0'	20'
Medical District	140'	0'	n/a
Parkway	50'	0'	20'
Undesignated CBD	110'	0'	20'

\* See exceptions in RMC 23.38.080-090.

\*\* See limitation in RMC 23.22.040, footnote 6(A) and page 5 of this manual.

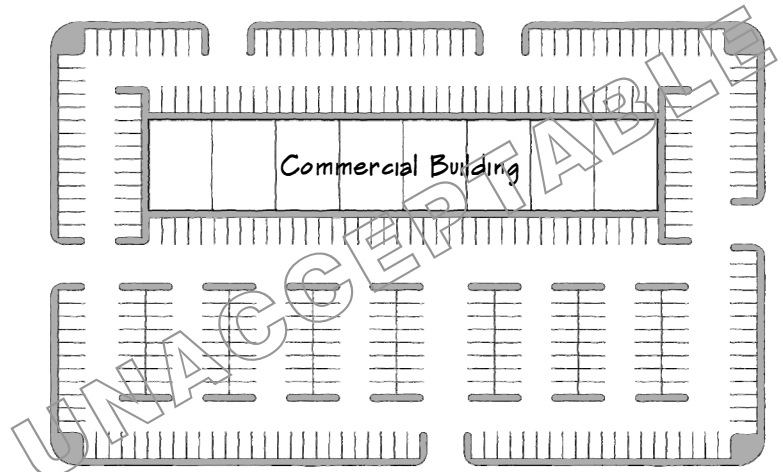
# SITE PLANNING DIAGRAMS

The Central Business District is expected to redevelop over time. Careful planning can help ensure that development of individual sites is coordinated with neighboring properties, and is contributing to the revitalization of the city.

## Objectives:

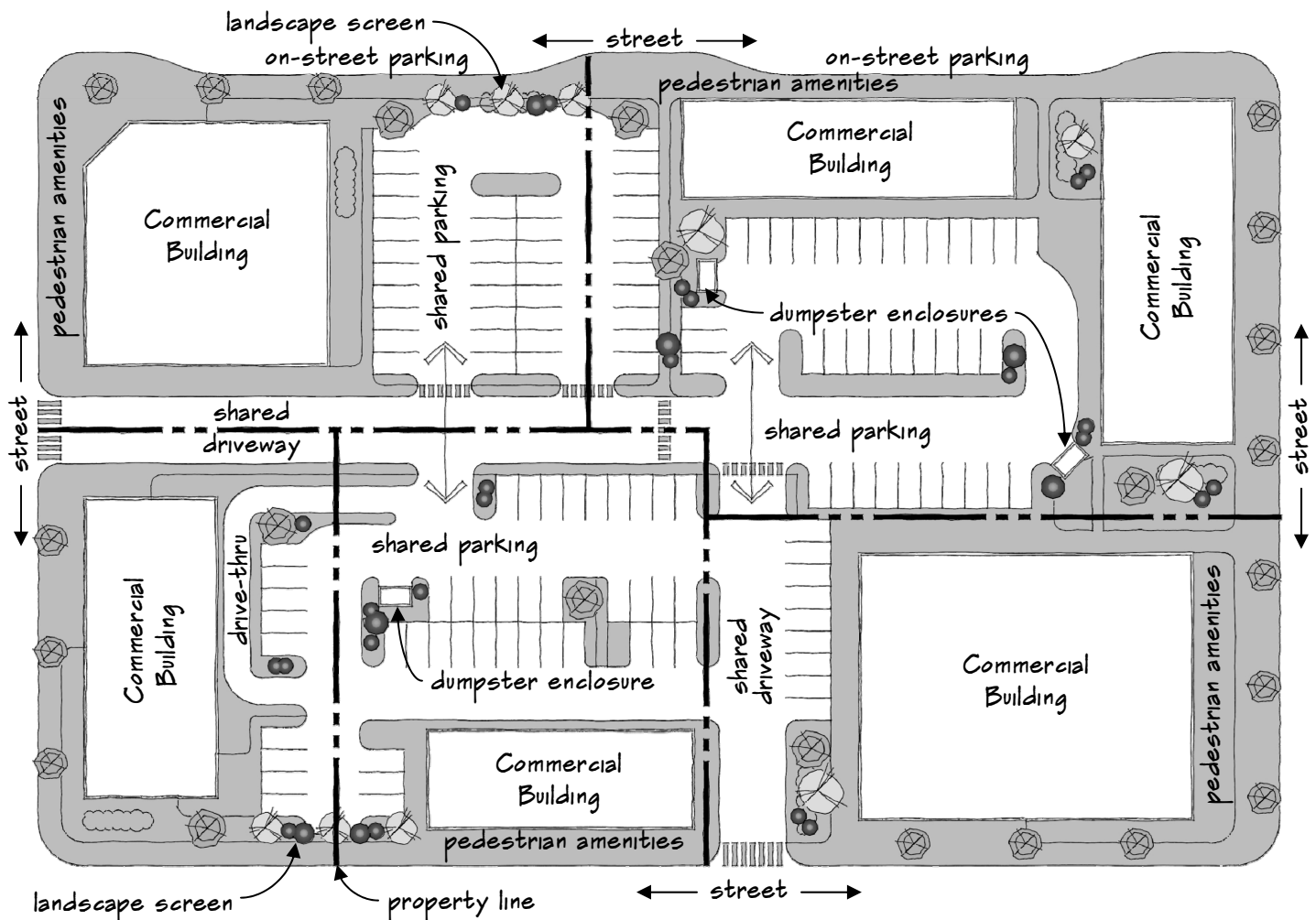
- \* Create pedestrian-oriented sites
- \* Minimize the need for off-street parking
- \* Utilize shared-lot and on-street parking
- \* Encourage mixed use
- \* Enhance the street edge by locating buildings closer to the street
- \* Improve the urban environment by placing parking to side and rear of developments
- \* Encourage compact development patterns
- \* Orient buildings to the fronting street

SITE PLANNING DIAGRAM (UNACCEPTABLE)



\* Suburban style strip commercial development is not appropriate for Richland's Central Business District



SITE PLANNING DIAGRAM (ACCEPTABLE)



# OFF-STREET PARKING CALCULATIONS

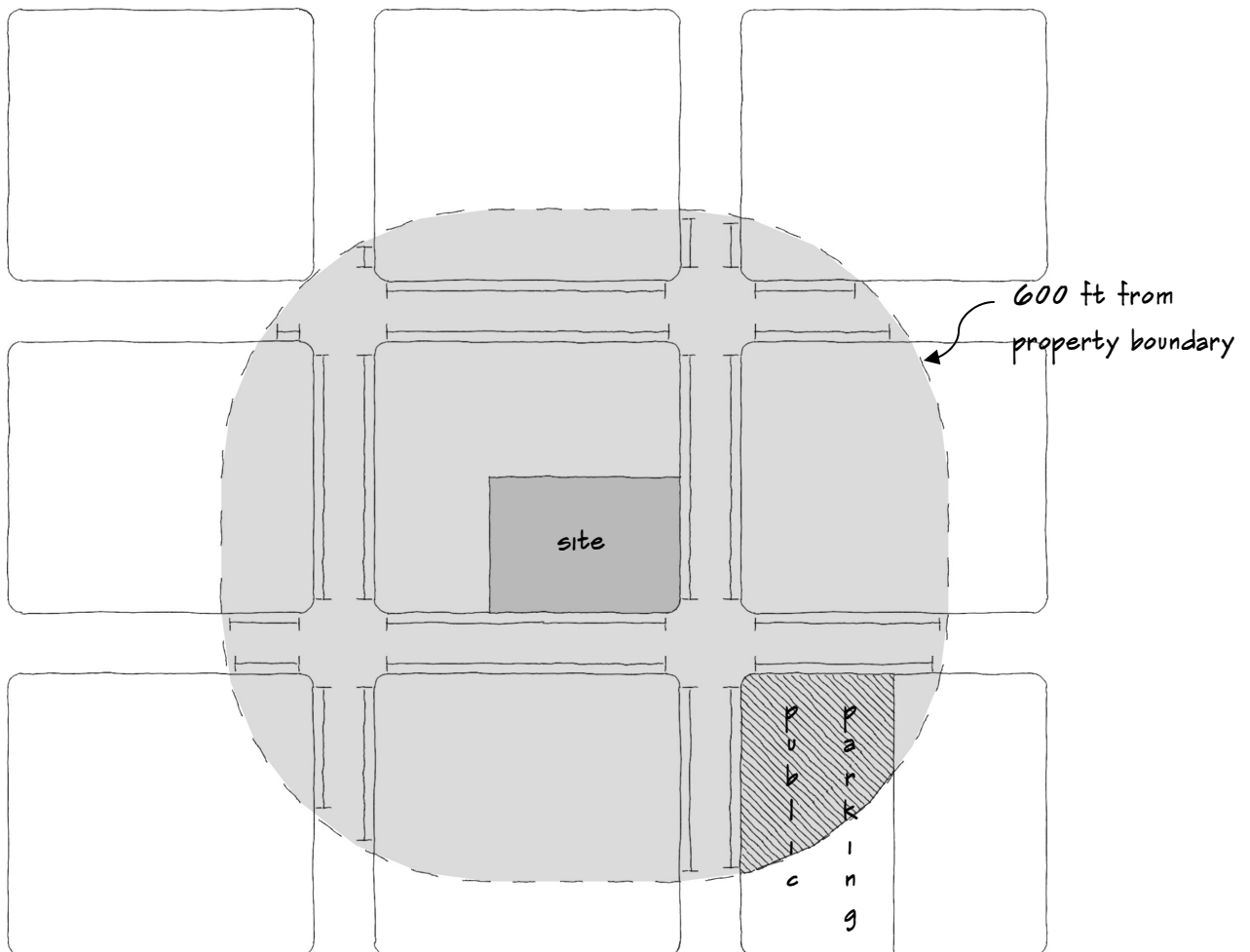
The City recognizes certain on-street parking and public parking lots as resources that can be used to implement local urban design objectives.

Instructions to calculate off-street parking reductions:

- Step 1.  Count existing on-street parking spaces within 600 ft of property boundaries (refer to RMC 23.54.120 for parking space dimensions)
- Step 2.  Count existing off-street City owned public parking spaces within 600 ft of property boundaries and within the Central Business District (i.e. southwest corner of Lee Blvd. & Jadwin Ave.)
- Step 3. Add steps 1 & 2 together and multiply by 0.25
- Step 4. Calculate code required off-street parking per RMC 23.54.020
- Step 5. Consider additional off-street parking reductions allowed via RMC 23.54.030

Formula: (step 4) - (step 3) - (step 5) = required off-street parking\*

- \* The allowed combined reduction in required off-street parking shall not exceed 50% of the overall off-street parking requirement.
- \* The maximum number of parking spaces provided on-site shall not exceed 125% of the minimum

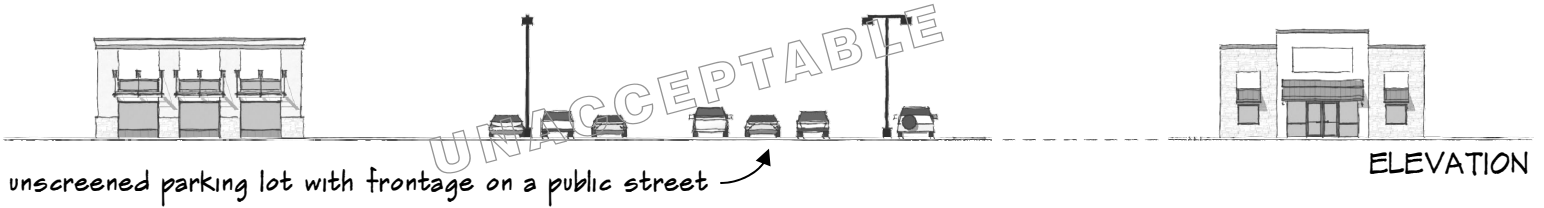


# SCREENING OPTIONS FOR OFF-STREET PARKING

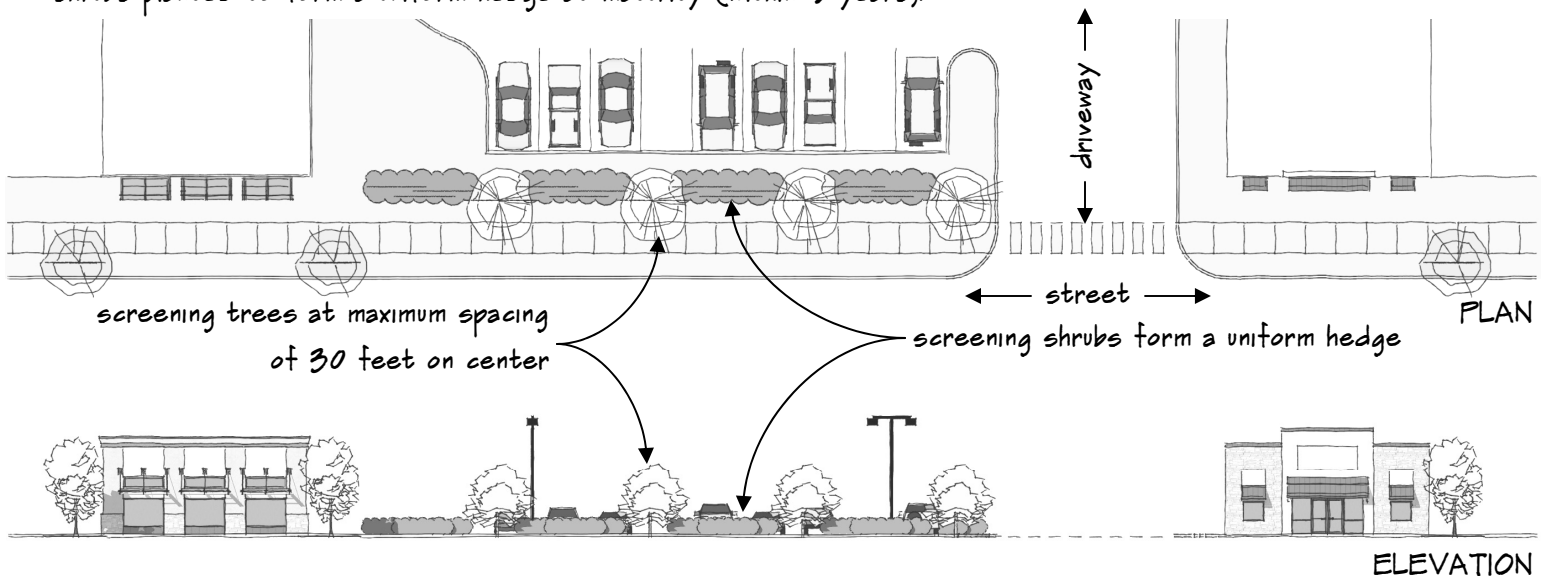
Parking lots should not be a dominant visual element and must be screened from view.

## Objectives:

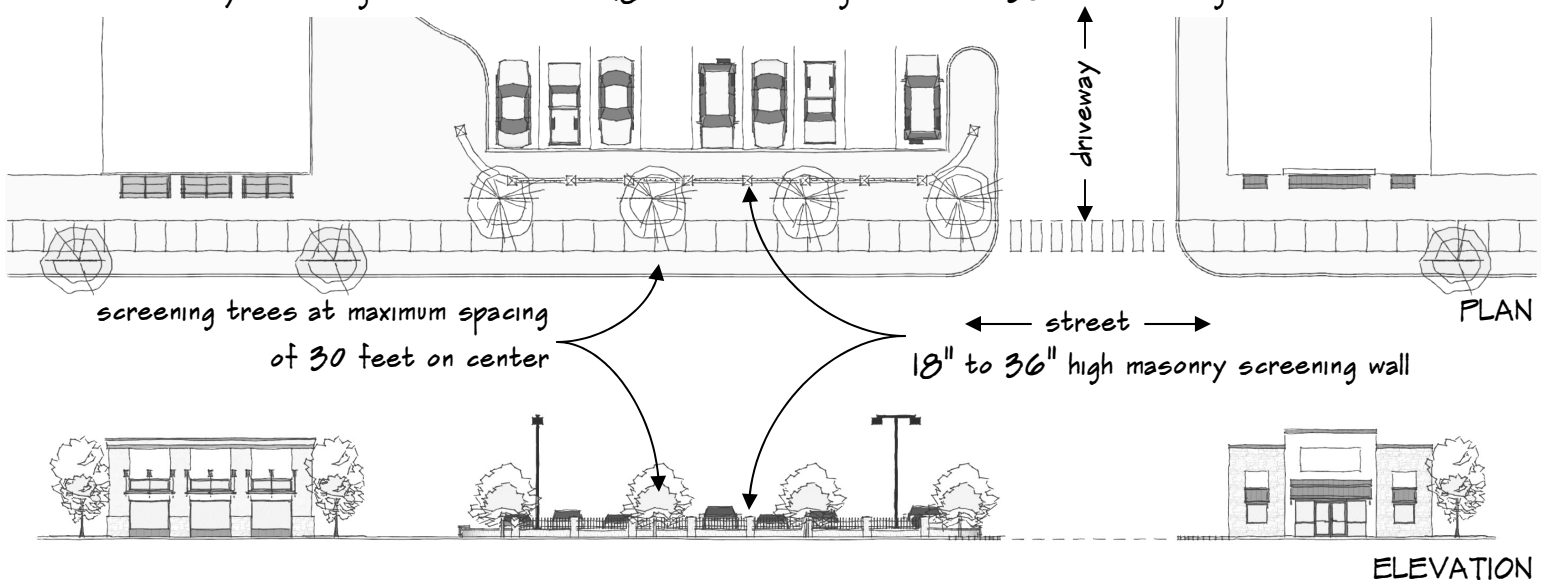
- \* Reduce the negative visual impact of parking lots and cars
- \* Reinforce circulation routes for pedestrians
- \* Create a visual barrier between different types of uses



**ACCEPTABLE OPTION 1 - TREES & SHRUBS:** Plant trees at maximum spacing of 30 feet on center with shrubs planted to form a uniform hedge at maturity (within 5 years).

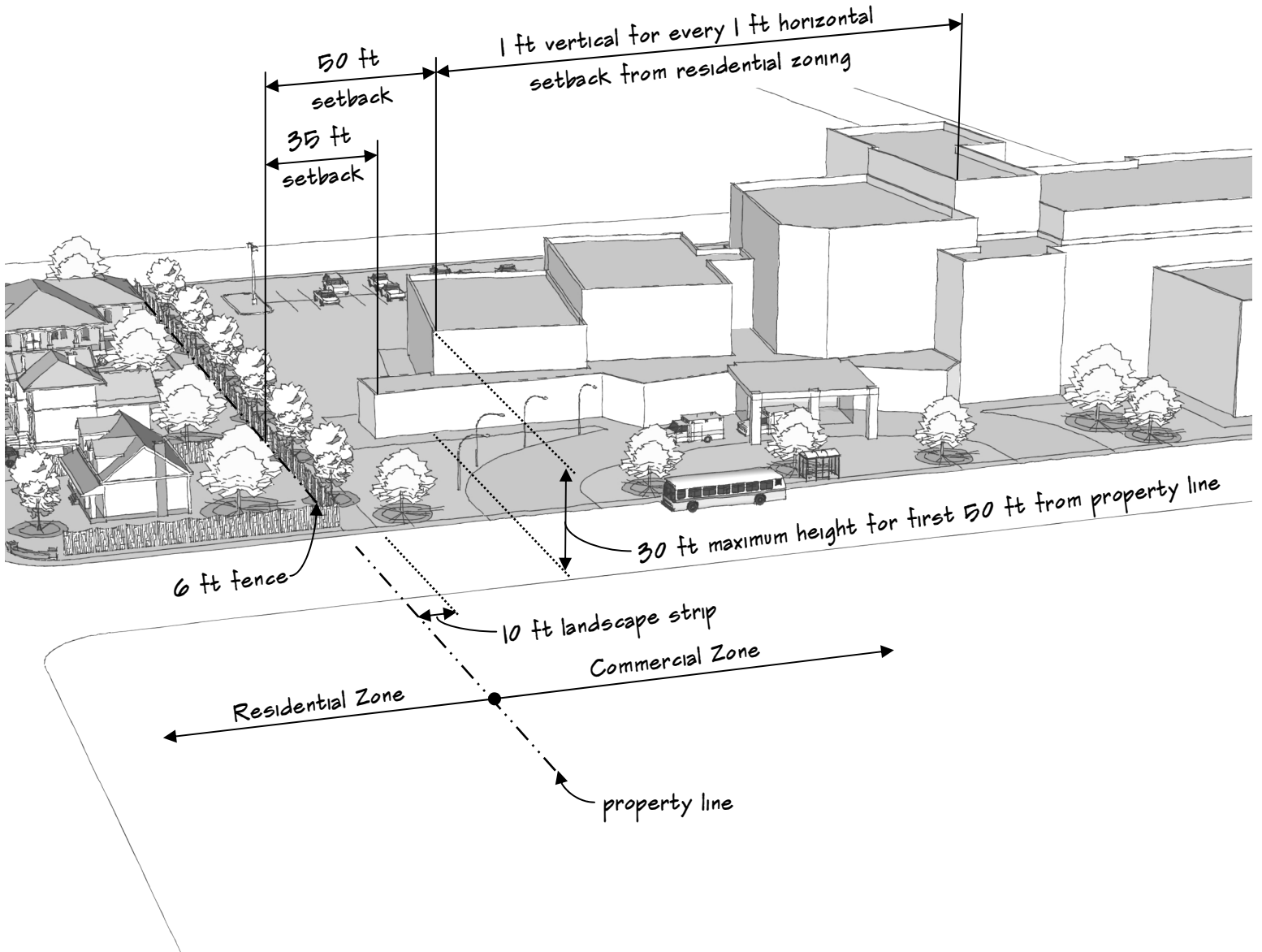


**ACCEPTABLE OPTION 2 - TREES & MASONRY:** Plant trees at maximum spacing of 30 feet on center with a masonry screening wall not less than 18 inches and no greater than 36 inches in height.



# SIDE & REAR YARD SETBACKS AND BUILDING HEIGHT ADJACENT TO SINGLE-FAMILY RESIDENTIAL ZONES

Special setback and building height standards apply in certain cases to minimize the impact of commercial development on existing developed single-family homes.

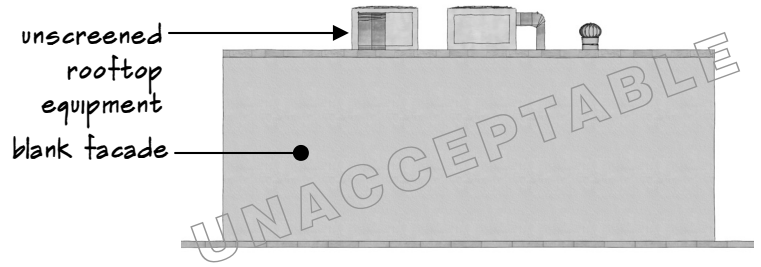


# ARCHITECTURAL TREATMENT EXAMPLES

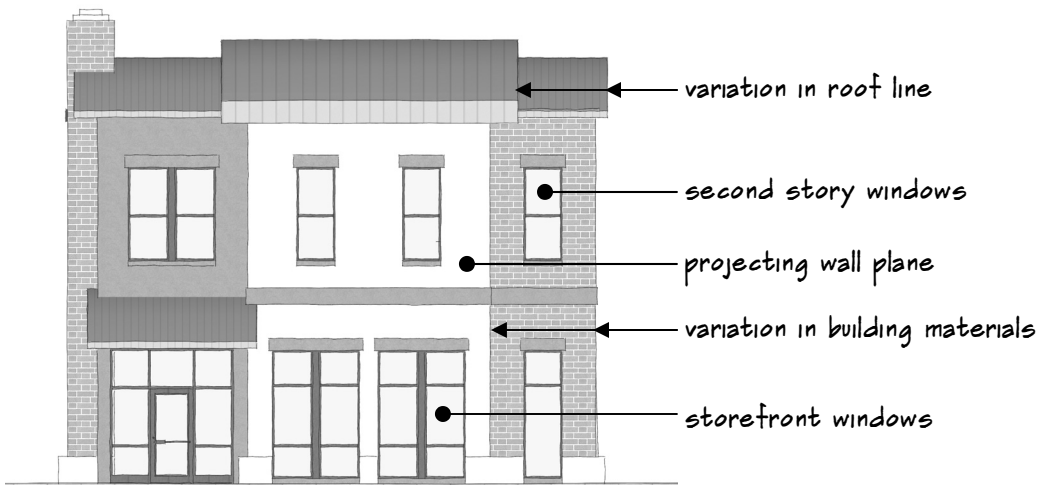
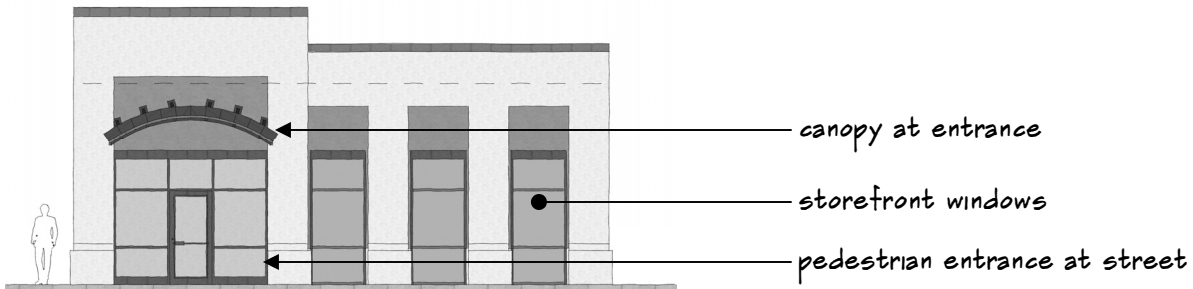
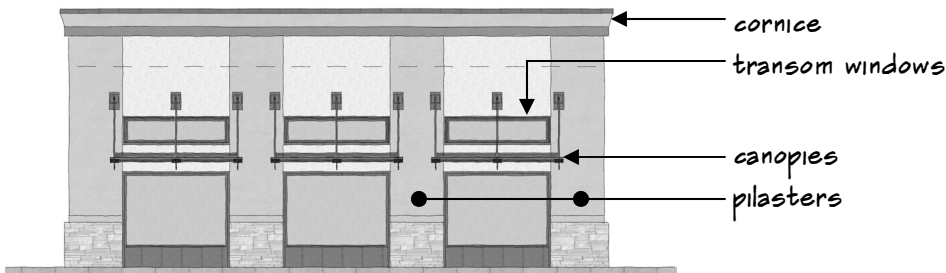
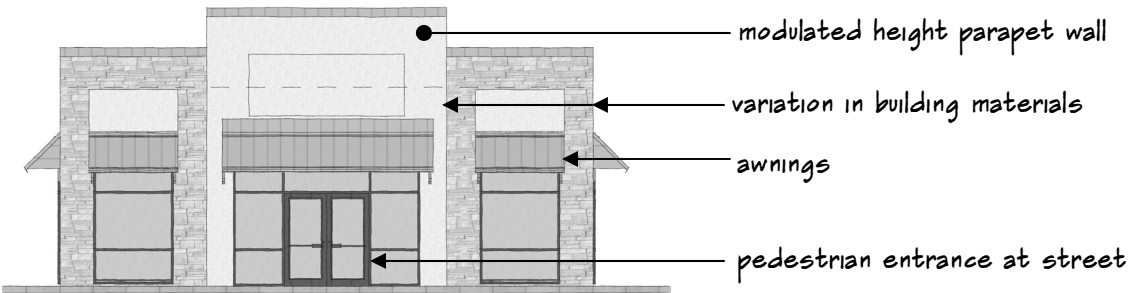
These figures demonstrate various techniques to achieve the necessary design standards. This is not intended to be a style guide or represent an exhaustive list of options. Building designers are encouraged to use their own skills and creativity to implement the standards found in RMC 23.22.020.

## Objectives:

- \* Improve pedestrian environment
- \* Create individual identity of buildings
- \* Improve visual character
- \* Encourage design flexibility
- \* Support mixed-use development



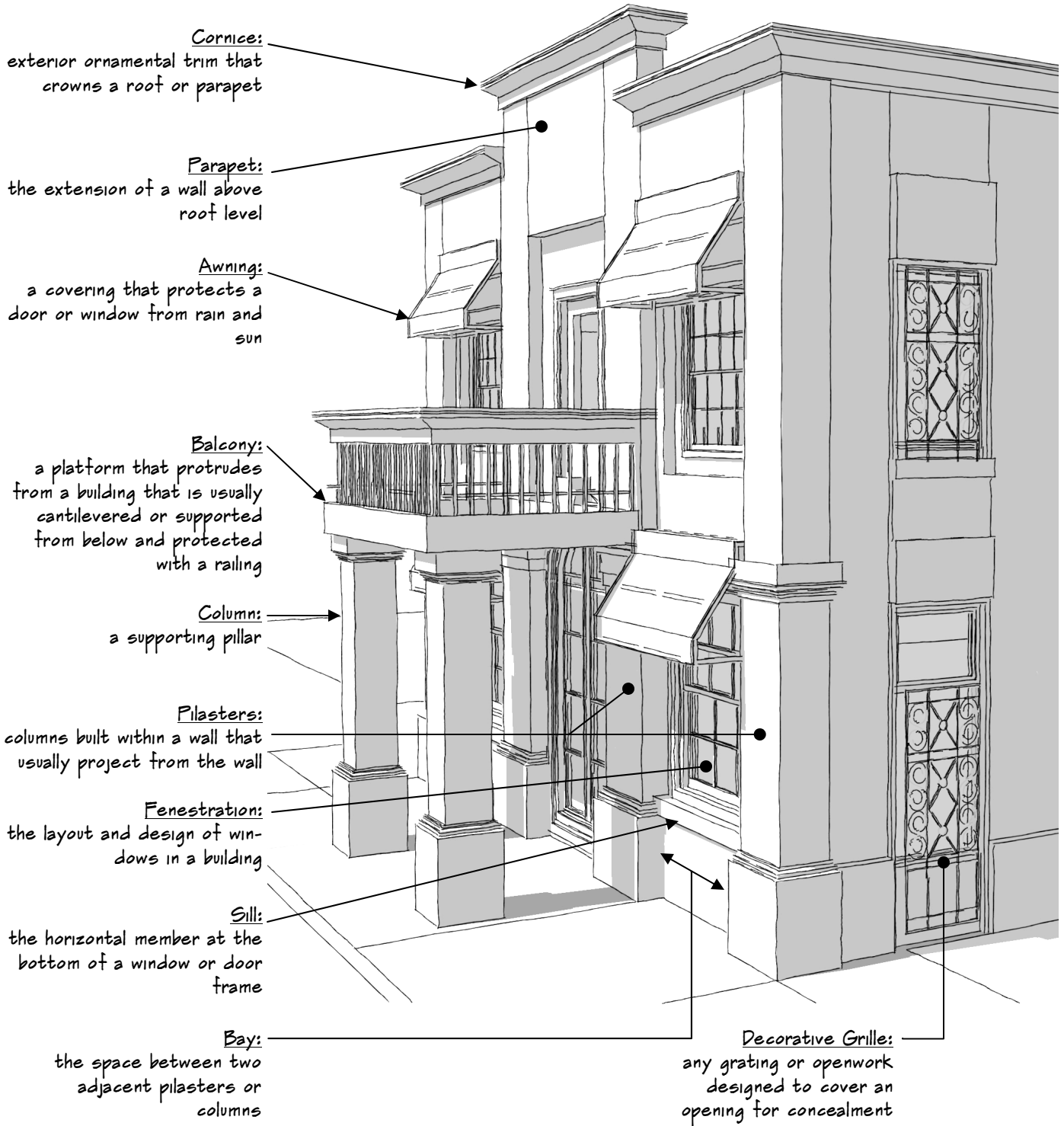
## ACCEPTABLE EXAMPLES





# ILLUSTRATED GLOSSARY

Architectural terms used in the municipal code are illustrated below.



### COMMUNITY SHOPPING CENTER DIAGRAM (ACCEPTABLE)

Large "big box" retailers, supermarkets, and other similar uses present special site design challenges. These retail uses on a single floor, and 40,000 square feet or larger are not subject to the maximum setback requirements.

