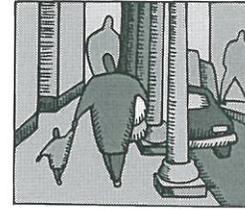


CITY OF COVINGTON DESIGN MANUAL



INTRODUCTION

Design review allows for early discussion of a proposed project's design and can provide examples that demonstrate how projects can better conform with the environment and reflect the qualitative goals and mandates of the Covington Vision Statement. As a result of this increased dialogue and flexibility, new development will have an opportunity to enhance Covington's character more effectively than would be possible if zoning regulations alone were strictly applied.

Covington Vision Statement –

“The City of Covington is a place where community, businesses and civic leaders are partners in building a city that is family-oriented, safe and pedestrian friendly. A community that proudly invests in enhancing our small-town character and natural environment, and provides diverse recreational opportunities.”

- Covington Vision Statement

- *Covington will have high-quality design and construction standards that give buildings and structures a sense of permanence and provide for an aesthetically pleasing skyline in our community.*
- *Covington will have a downtown that is well designed and pedestrian-friendly with a permanent combination of commercial and residential areas.*
- *Covington residential areas will be safe, diverse, accessible and will have well maintained neighborhoods that instill a sense of community.*
- *Our environment will be preserved with responsible limitations while enhancing the areas of natural beauty.*
- *Parks and open space will continue to be an important part of our community's future and quality of life.*

These design policies have been adopted to assist in the implementation of the City of Covington Vision Statement and Comprehensive Plan. All persons who desire to develop in the City are required to reference this Manual during the design and construction phases of their project.

The Manual is not “set in concrete”. The city acknowledges that different designers and contractors will interpret portions of these guidelines differently. Accordingly, a review process has been established to allow for interpretation. The Manual provides for minor administrative amendments. Major changes may be accomplished by submitting an “Amendment Request” to the City Design Review Board during the design review process.

APPLICABILITY

The standards in this Manual apply to development within the City. The extent of design review varies according to the location and type of land use. For the most part, the land uses are divided into general categories of Single Family Residential, Multi-Family Residential, Commercial Areas and Public Facilities. Each land use category is preceded by a series of design guidelines and, in some cases, General Performance Standards. This manual does not take the place of the development standards or underlying zoning requirements normally applied to development, but rather enhances them.

The applicant should become familiar with all portions of this manual before proceeding with any building or site improvement. Graphics have been added to this manual to assist with interpretation. Unless otherwise stated herein, they are not meant to be viewed as literal solutions or absolute design directives.

DESIGN REVIEW OPTIONS

The process of developing the Vision Statement included a Visual Preference Survey. From this survey came definitive statements as to the type of development the citizens would like to see in the city. This manual, based on that Survey and Vision Statement, sets out a series of policies that must be observed for building and site development in the City.

These design policies include both general guidelines and specific requirements. The word "should" implies that the Applicant and Design review Board are requested to give strong consideration to the guideline; while the words "shall" and "must" are mandatory. There are two options for design review, which are as follows:

Administrative Approval: Design review for projects or portions of projects which conform to specific requirements may be approved administratively. In many cases, specific requirements may be met by choosing from a list of options stated under the general guidelines. This provides for a reasonable degree of flexibility while minimizing review time.

Design Review Board Approval: The Design Review Board (DRB) option encourages a creative approach to design by providing a more flexible review standard than the administrative approval process. The DRB is authorized to waive specific requirements if it finds that (a) an alternative design represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying specific requirements; and, (b) the alternative design meets the intent of the general requirement. To best determine the intent of the general requirement, the DRB will consider the specific requirements as appropriate examples of compliance. The DRB will operate under the philosophy that quality design is more important than strict conformance. The DRB will consist of two Planning Commissioners, one business owner and two persons with design experience, such as an Architect, Landscape Architect, or both.

APPEAL PROCEDURE

Decisions of the DRB may be appealed to the Hearing Examiner. Such appeal must be submitted in writing, state the basis for the appeal, and be served upon the Director within 14 days of the date of the Board's written decision. Only the applicant and those parties participating before the DRB shall have standing to appeal a decision of the DRB.

Appeals to the Hearing Examiner shall be heard on a de novo basis.

Appeals from any decision of the Hearing Examiner shall be to the Superior Court.

APPLICATION REQUIREMENTS

Application for site plan/design review, whether administrative or through the City's Design Review Board (DRB), shall be submitted on forms supplied by the Department and include, but not be limited to, the following drawings, at a scale of one-inch equal's 30 feet, unless otherwise approved by the Director:

1. Site Plan. Show the location and size of all structures, buffer areas, setbacks, open spaces, common areas or plazas, walkways and parking areas.
2. Landscape Plan. The landscape plan must be in accord with all city Landscape Ordinances and the requirements of this manual. Show the type, size species and spacing of all landscaping to remain and all new landscaping.
3. Irrigation Plan: Show method of irrigation of all vegetation.
4. Paving Plan. Indicate the description of all pedestrian and vehicular paving materials. This must include type, color and texture.
5. Contour Map. If required by the Department, show the existing grade and proposed finished grade of all vehicle and pedestrian ways. Finished grade of all pedestrian ways must be in accord with the Americans with Disabilities Act. If required by the Department, section drawings showing existing and proposed grades in specific areas must be submitted.
6. Clearing, Grading and Drainage Plan. Show the location of all trees having a diameter of four inches or more measured at twenty-four inches above the existing grade and indicate those that are to be retained. Large groups of densely packed trees can be represented as a group with the estimated number of trees indicated. In addition, the plan must show all streams, marshes and other natural features; cuts and fills; retaining walls; and the method of retaining all surface water on-site. All surface water must be designed in accord with the adopted Surface Water Design Manual.

7. Utility Plan. Show the location of all utility lines necessary to serve the development, and their relation to landscape and buffer areas and natural features. Disturbances to those natural features, trees, etc., proposed to remain, must be kept to a minimum and protected in accord with best management practices.
8. Building Elevations. Complete drawings showing all elevations of all structures. The drawings must show trim details, dimensions, and the materials proposed for the roof, siding, windows and trim.
9. Exterior Lighting Plan. Show details of all lighting, proposals which affect architectural detailing (indirect lighting, etc.), or which are for architectural enhancement. All exterior lighting must be shielded so as to not pose glare problems to pedestrians and vehicle drivers.
10. Utility Screening Plan. All utilities, located on a structure must be screened from view. The plan must show the type, color and specifications of all fencing and screening.
11. Outdoor Furniture and Accessory Plan. Show the type, color and location of all outdoor furniture, trash receptacles and other outdoor accessories.
12. Master Sign Plan. All signs must be in accord with the adopted Sign Ordinance. The submitted plans must include a master plan of all exterior signs, showing the approximate size, location, color, material, etc.
13. Pedestrian Circulation Plan. Show the location and dimensions of all sidewalks, walkways, plazas and pedestrian areas. Indicate likely pedestrian oriented trip origins and destinations and indicate methods of connection.



SINGLE FAMILY DEVELOPMENTS



“Covington residential areas will be safe, diverse, accessible and will have well maintained neighborhoods that instill a sense of community.”-

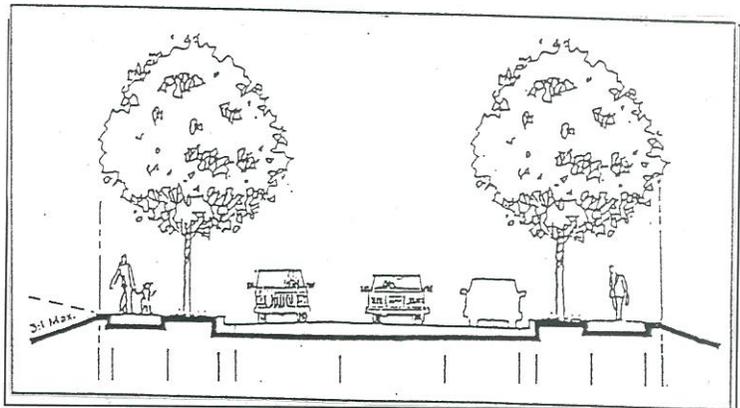
Covington Vision Statement

The challenge facing builders in the coming years is to develop a pedestrian atmosphere which reduces the impact of the automobile. In the last twenty years, many developments have produced streetscapes often dominated by garage doors and driveways creating an environment with less neighborhood interactions and which discourages pedestrian activity. Proposed residential developments must promote good pedestrian circulation and neighborhood interaction. Divisions of land will be reviewed for consistency with these guidelines.

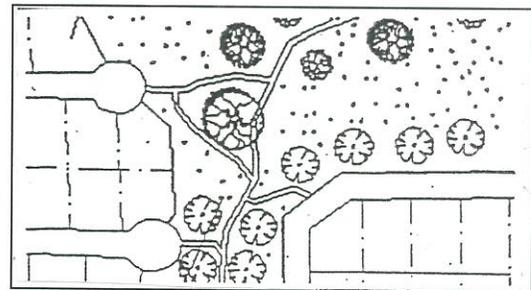
Design Guidelines:

1. A streetscape which is safe and reflects a high quality coordinated design is essential in single family neighborhoods. This overlay of street front design harmony is important to maintaining the sense of community which can be lost in the sometimes sterile/mediocre auto oriented project design.

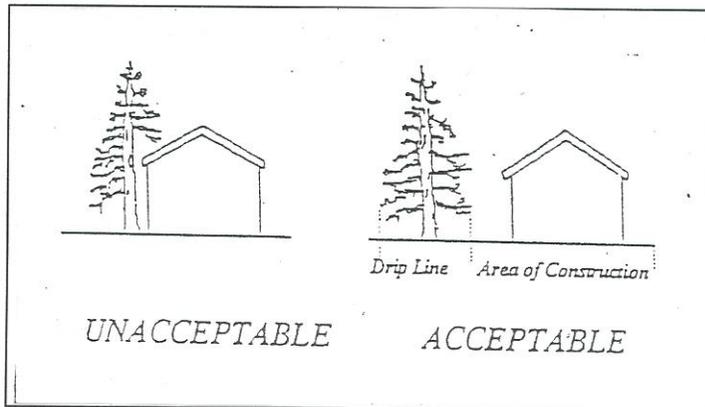
2. The public-oriented elements of a well-designed streetscape include separated sidewalks, the coordinated placement and retention of large stature trees, coordinated street furniture, signs and lighting. Curb-line sidewalks may be acceptable on cul-de-sac loops when a large number of driveway cuts is present.



3. Open spaces should, when practical, be designed as a series of connected, natural woods or garden areas, each serving a precise functional and aesthetic purpose. Diversity in these spaces is important since monotonous single-family housing developments are often the result of repetitive spatial organizations and building masses.

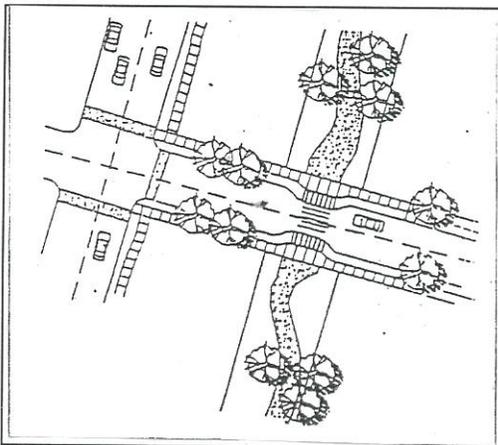


4. Retaining large stature trees and tree stands significantly improves the integration of new developments into Covington's mature neighborhoods. "Significant trees" include trees with a minimum diameter of four inches measured 24 inches above grade. Conformance with the City's Tree Ordinance is required.
5. Every possible effort should be made to incorporate existing natural vegetation into project designs. This includes, but is not limited to, moving buildings or reducing project densities to preserve significant stands of mature trees.



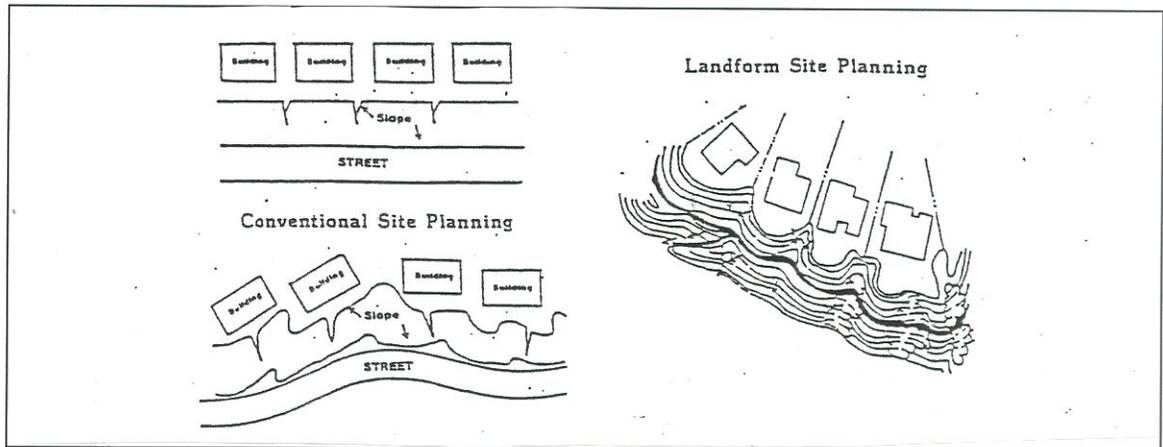
Neither the building footprint nor the area of construction shall encroach into the drip line of trees to be retained.

6. Site coverage on slopes should be minimized to reduce visual impacts on the surrounding area. Site coverage limitations are not as significant on flat sites where lower buildings may be preferable to maximize architectural harmony with nearby structures and the streetscape.
7. Landforms should be used as part of the site design, when feasible, to reflect the natural topography and to retain mature trees. Buildings, retaining walls, utilities and paved surfaces must be far enough away from retained trees to allow room for construction activities (including grading and excavation) and to assure a proper growth environment after construction is completed.



8. A comprehensive system of sidewalks must link neighborhoods, recreation areas and project entries to pedestrian generators such as schools.

. . . Move heavily used bike crossings away from intersections whenever possible. A separate mid-block crossing improves bicycle flow and narrowing of the street slows traffic in areas of bike crossings.



9. All proposed residential street networks shall connect to the existing street system whenever possible. Stub streets shall provide future connection to neighboring property.



MULTI-FAMILY DEVELOPMENTS



“Covington residential areas will be safe, diverse, accessible and will have well maintained neighborhoods that instill a sense of community.”

- Covington Vision Statement

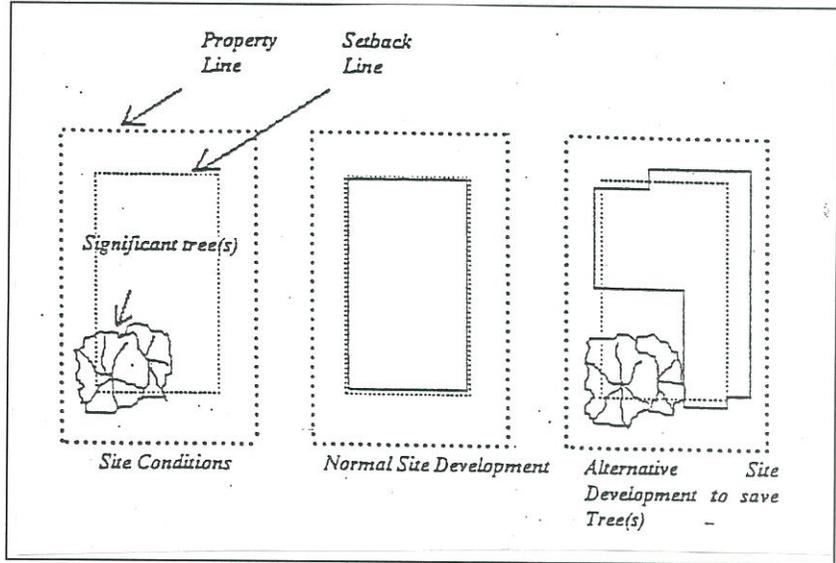
The challenge facing builders in the coming years is to develop a pedestrian atmosphere reducing the impact of the automobile. In the last twenty years, many multiple family developments have produced streetscapes often dominated by garage doors, driveways and parking lots. These patterns create an environment with less neighborhood interactions and one that discourages pedestrian activity.

Design Guidelines:

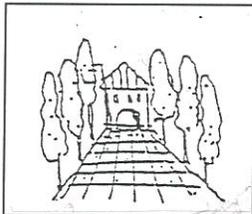
1. A streetscape which is safe and reflects a high quality coordinated design is essential in multi-family neighborhoods. This overlay of street front design harmony is important to maintaining the sense of community, which can be lost in the sometimes sterile, auto oriented project design.
2. The public-oriented elements of a well-designed streetscape include separated sidewalks; the coordinated placement and retention of large stature trees; and coordinated street furniture, signs and lighting. Curb-line sidewalks may be acceptable on local access loops with low traffic volumes.
3. Open spaces must be designed, whenever possible, as a series of connected, natural woods and formal garden areas, each serving a precise functional and aesthetic purpose. Diversity in organizing these spaces is important since monotonous developments are as often the result of repetitive spatial organizations as they are repetitive building masses.
4. Retaining large stature trees and tree stands on-site will significantly improve the integration of developments into Covington's mature neighborhoods. Significant trees include trees with a minimum diameter of four inches measured 24 inches above grade. Conformance with the city's Tree Ordinance is required.



- 5. Every possible effort must be made to incorporate existing natural vegetation into multiple housing developments. This includes, but is not limited to, moving buildings or reducing project densities to preserve significant stands of mature trees. This would not include preserving a higher percentage of tree coverage than required in the landscaping standards.

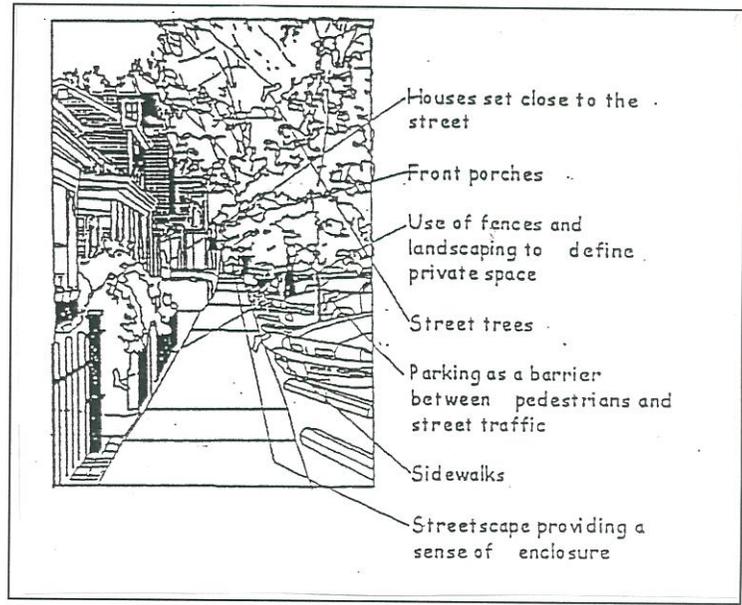


- 6. Site coverage on slopes should be minimized to reduce visual impacts on the surrounding area. Site coverage limitations are not as significant on flat sites where lower buildings may be preferable to maximize architectural harmony with nearby structures and the streetscape.
- 7. Landforms should be used when feasible to reflect the natural topography and to retain mature trees. Buildings, retaining walls, utilities and paved surfaces must be far enough away from retained trees to allow room for construction activities (including grading and excavation) and to assure a proper growth environment after construction is completed.



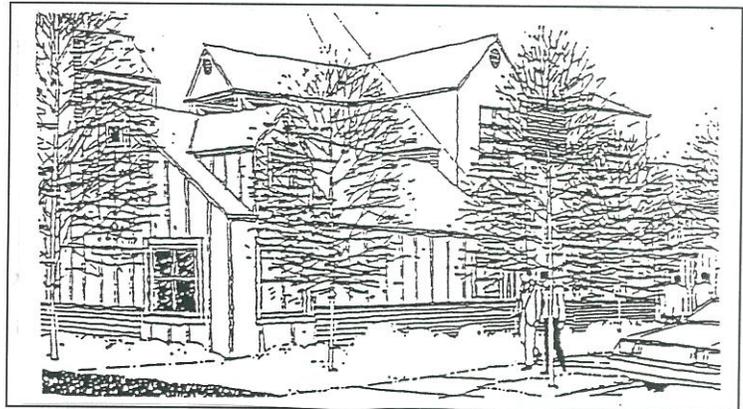
- 8. A comprehensive system of sidewalks must link a development's recreation areas and project entries with pedestrian generators, such as schools
- 9. Site elements of a well-designed pedestrian streetscape includes buildings which use siting, scale and materials to provide a sense of quality design and enclosure without overwhelming the pedestrian with building mass.

10. There should be a gradual, high quality transition from a pedestrian oriented streetscape to multi-story buildings. The transition should emphasize quality pedestrian-scale architecture, materials, plantings of varying heights, and use of pedestrian oriented entries, courts and lighting. It is through this interface that the neighborhood's image will be perceived by the public.



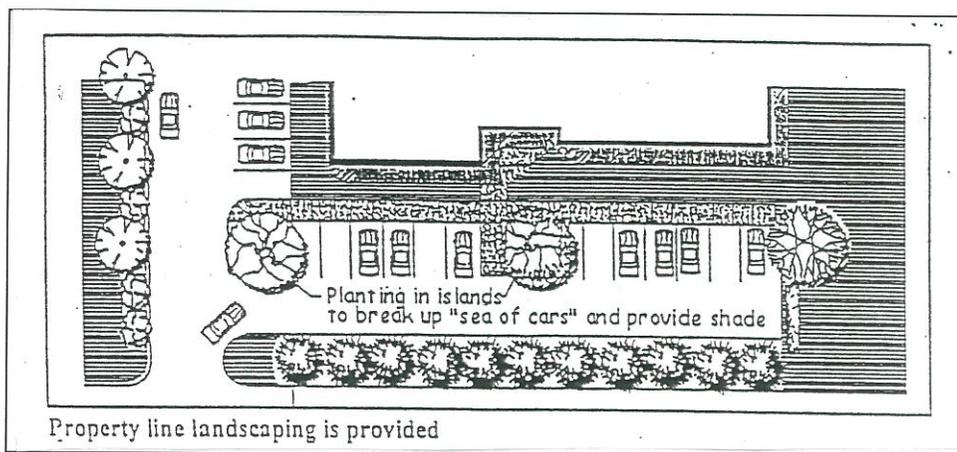
11. Site planning and building architecture must provide a high quality project design. Landscaping should not be needed to hide mediocre building design, but further enhance an already good design and result in a high quality project.

12. Site design must be integrated with the neighborhood. Project design integration includes coordination of circulation, landscaping, recreation spaces and building location with the surrounding area. A visual distinction using landform, landscaping or materials may separate a project from the general neighborhood. However, high fortress walls must be avoided, and buildings must not turn their backs to the street.



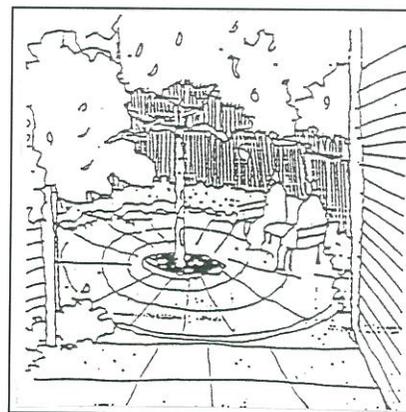
13. Walls, shrubs, fences and other visual obstructions between street frontage and building architecture should be limited to a maximum of 3.5 feet in height to allow easy surveillance by security personnel. Higher fencing may be installed if it uses visually open materials such as wrought iron bars and spaced wooden fencing.

14. Development must minimize the prominence of street front parking areas by using architecture and landscaping to break up or screen sterile asphalt pads; moving parking to the side or rear; and breaking up large parking areas into smaller

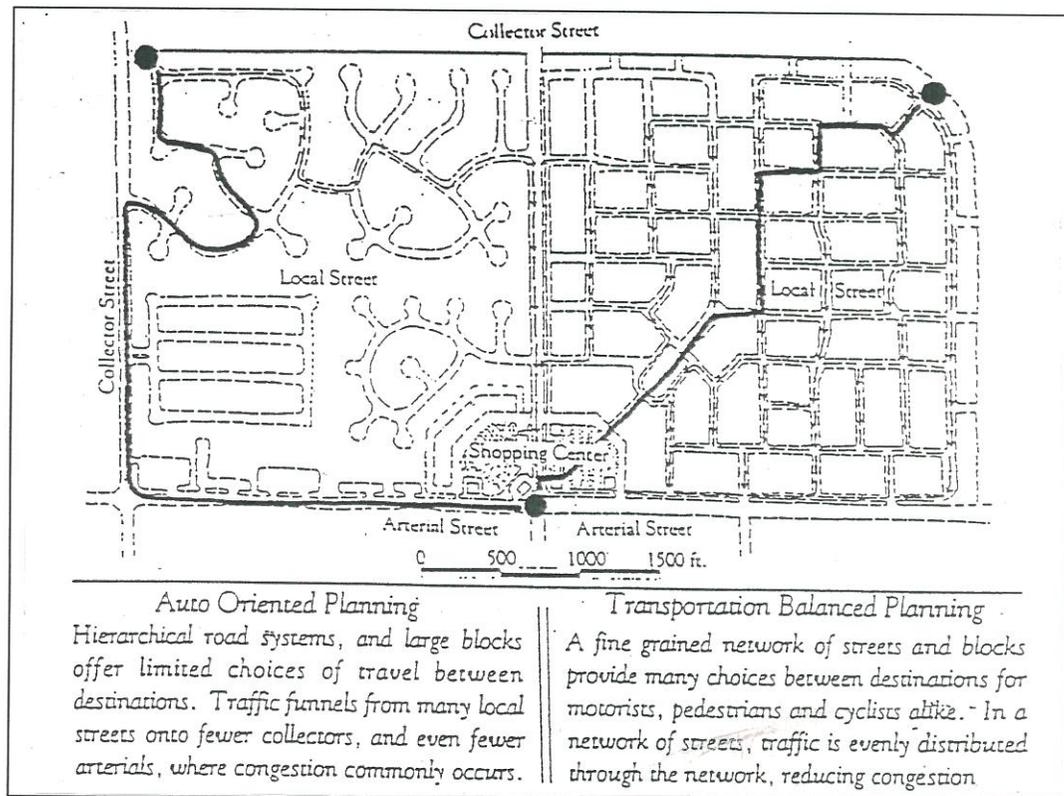


groupings of 20 to 40 vehicles. Vehicles should be treated as a means of transportation--not emphasized as a prominent design feature.

15. One or more open space focal points must be incorporated as a basic site-planning element.
16. Building scale and materials must provide a sense of human scale when defining pedestrian spaces. Small, isolated planters alone are not adequate to break up paved areas and building mass, to separate structures or define spaces.
17. Buildings must be located to maximize significant tree retention on slopes, retain tree stands, and to minimize disturbance of sensitive areas.
18. Sidewalks must be a minimum of six feet in width between the public right-of-way and the juncture where pedestrian traffic begins to disperse within the project. A minimum four-foot wide sidewalk may be acceptable within the project for low traffic areas. Larger sidewalks are always preferred.
19. Sidewalks crossing on-site roadways or parking areas shall be distinguished by a different material and raised grading to establish a clear pedestrian right-of-way. Paint or striping shall not satisfy the requirements of this section.



20. The on-site vehicle circulation system must be designed to; 1) promote positive connectivity with the existing circulation system; 2) provide a minimum of two vehicle access points; 3) minimize traffic impacts on surrounding areas; 4) minimize areas devoted to roads and other impervious surfaces; 4) encourage shared driveways between adjacent developments when possible.



21. The prominence of parking areas must be minimized by building siting, under building and tandem parking, and interior perimeter landscaping. Parking areas must not dominate the buildings they are intended to serve.
22. Parking areas should be located within 200 feet of the farthest dwelling unit for the convenience of residents. It is also desirable, in many instances, to use several smaller parking areas rather than a few large lots.



GENERAL RESIDENTIAL GUIDELINES



The city is primarily a single-family community. Although the city does not want to discourage multiple family structures, it does want to assure that residential structures maintain a single-family appearance while still providing the opportunity for adequate housing for all income groups. The construction of a single-family structure will not be subject to specific design requirements. However, new divisions (plats and short plats) will be subject to plat design requirements.

Accordingly, the following design standards apply to single-family and multiple family development projects:

SINGLE-FAMILY PROJECTS

Lot development will be as follows:

1. Exterior elevations of adjacent structures must be sufficiently different so as to not appear to be a tract home, i.e.; each home should appear to be custom designed.
2. The exterior siding and trim of adjacent structures must be sufficiently different so as to not appear to be a tract home. This applies to material, color, etc.

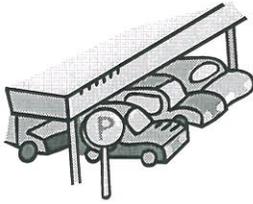
MULTI-FAMILY PROJECTS

Development will be as follows:

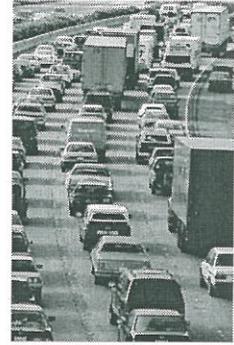
1. Structures should be designed to resemble single family structures.
2. The exterior elevations of abutting structures must not be the same. Depending on the number of structures, the city may require multiple exterior elevations.
3. The exterior siding and trim of abutting structures must not be the same.
4. The exterior colors of abutting units must not be the same. Multiple color combinations may be required, depending on the number of structures.

LANDSCAPING

1. Landscaping must be in accord with applicable requirements of the Land Development Code, Title 21A, KCC (if applicable, the adopted City landscape ordinance and any relevant section of this manual.
2. All projects must comply with the adopted Covington Tree Ordinance.



CIRCULATION & PARKING

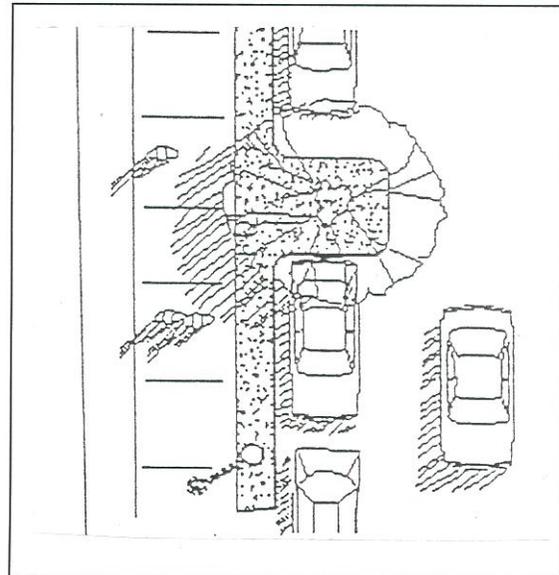


STREETS

Design Guidelines:

The true test of a balanced transportation network is the possibility of walking and biking from destination to destination along a street or access way that is safe, interesting and convenient. A pedestrian friendly transportation system makes continuous connections from destination to destination, uninterrupted by expansive arterials. Under a balanced system a person could step out from their home, walk past neighborhoods of tree lined streets, pass by stores to purchase a newspaper and coffee, drop off the laundry and arrive at a transit stop having never passed an expansive shopping center parking lot or risked their life crossing a major arterial.

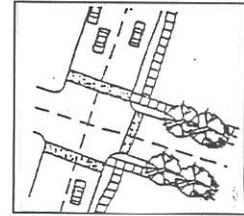
1. Enhance the visual quality and the pedestrian environment of commercial streets and activity centers by placing emphasis on landscaping, pedestrian walk ways and architecture. Parking lots and service areas must be visually diminished by keeping them screened and to the side or rear of the building when possible.



Alternative on-street parking with tree planting beds to retain smaller width right-of-way for utilities.

2. Projects must provide visual emphasis to pedestrian crossings. Crosswalks serve as focal points to the street and as a visual draw to pedestrians. Seating, decorative pole or bollard lighting and planters at intersections can facilitate this goal.

3. Differentiate crosswalk surfaces. The crosswalk surface shall be visually distinct from the street surface. Colored pavers or textured asphalt or concrete are appropriate. Paint or striping will not meet the intent of this requirement. (Use ADA standards when designing)



General Street Design:

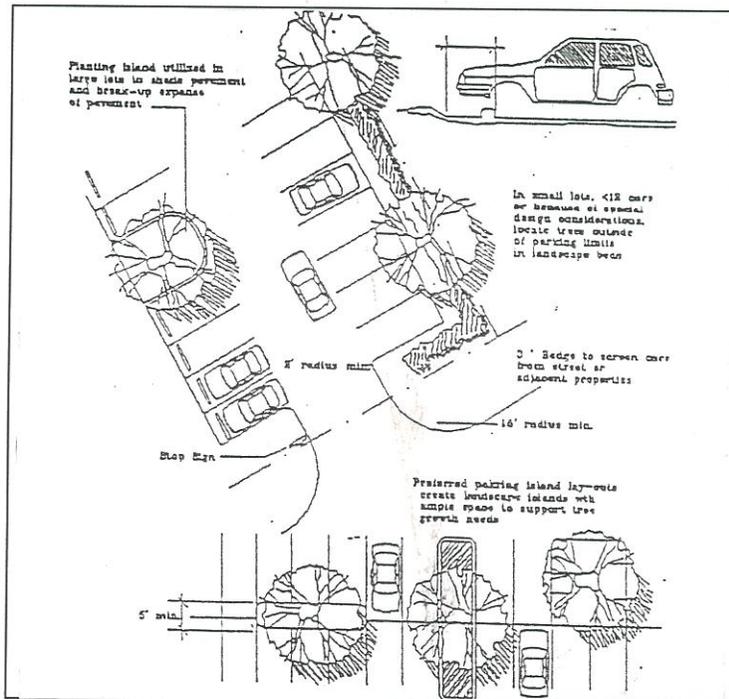
This element is intended to provide general guidelines when reviewing proposed circulation plans. The City's street standards design regulations still applies.

1. Major and minor streets will generally be straight and connect to existing major and minor streets.
2. Neighborhood streets should provide connections to a major or minor street on each end. Cul-de-sacs are permitted when connection to another proposed street or adjoining property is not possible. The intent is to encourage neighborhoods. Connected streets are always preferred.
 - Major streets (Principal & Minor Arterial) should be designed as follows:
 - a. No on-street parking.
 - b. Separated sidewalks with landscaping/trees.
 - c. Street lights.
 - d. Bicycle lanes.
 - Minor streets (Collector Arterial and Neighborhood Collectors) should be designed as follows:
 - a. Minimal on-street parking.
 - b. Separated sidewalks with landscaping/trees.
 - c. Street lights.
 - d. Bicycle lanes.
 - Neighborhood streets (Residential Sub-collectors and below) should be designed as follows:
 - a. On-street parking permitted.
 - b. Street lights.
 - c. Separated sidewalks with landscaping/trees.

PARKING

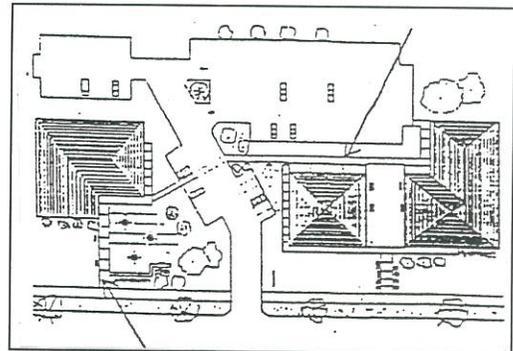
Design Guidelines:

It is desirable to locate parking so that conflicts between autos and pedestrians are minimized. In larger parking areas, pedestrian walkways, which allow people to move safely, should be used to connect activity points. Larger parking areas should be broken-up to minimize their visual impact on the surrounding areas. Walkways lend a pleasant visual pattern to parking areas, especially when landscaped. Additional landscape spacing and/or tire stops must be provided where cars overhang curbs. Parking areas should enhance development, not detract from it.



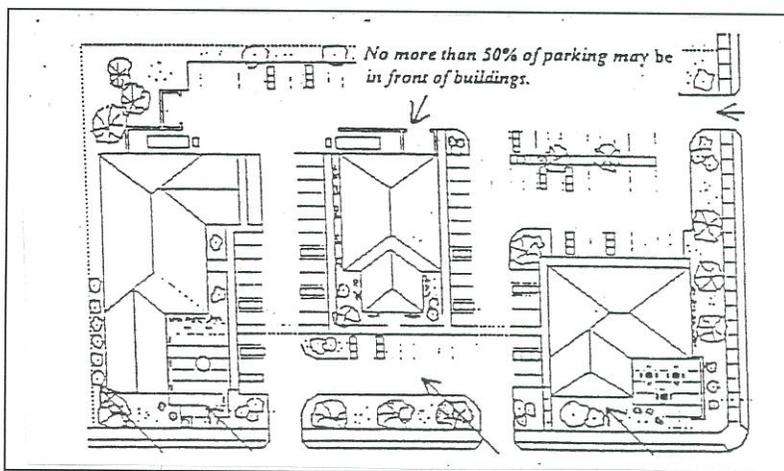
Interior landscaping and pedestrian paths in parking lots promote a pedestrian friendly environment.

1. All parking areas must be interconnected to facilitate movement within the project and to minimize conflicts at driveway connections with the public right-of-way. This may require pedestrian paths between or through parcels in addition to typical street-side walkways.
2. The optimum design for a parking area is not necessarily the one which parks the maximum number of vehicles, but the one that also provides ample stall and aisle widths, pedestrian walks, adequate turning radii, reasonable grades, efficient movement of traffic, pleasant appearance and convenient location.
3. Parking and service areas should be visually diminished through the use of landscape screening and by orienting them to the rear and sides of the buildings

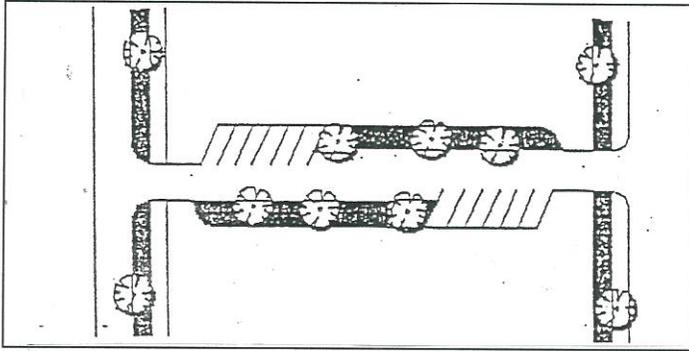


whenever possible. Design should consider operational needs, location and orientation of buildings on adjacent properties, and pedestrian and vehicular circulation.

4. Parking may be located between the front of the building and the street from which the building derives access only if the developer clearly demonstrates that there are significant design benefits or that other options are not feasible. In such a case, pedestrian walkways must be provided between the street and building. Parking lots shall be oriented so that adjoining uses can share the pedestrian walkways.

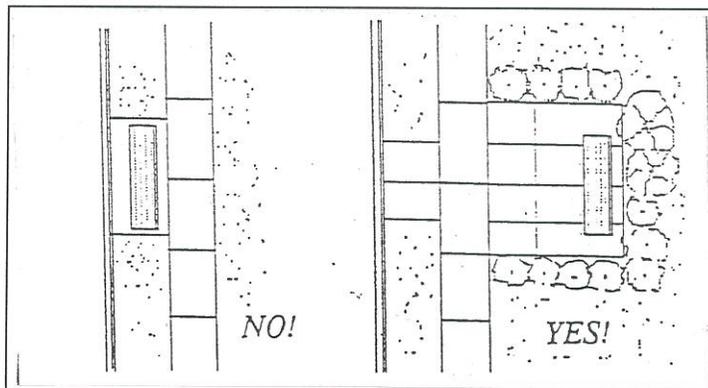


5. Building's should be placed as close to the street as possible and off street parking should be located to the side, or behind the structures with secondary access to the rear of the building. Parking may also be accommodated off-site through the payment of fees in-lieu-of, if approved by the Director. Development is encouraged to develop shared parking agreements with neighboring properties to improve parking efficiency.
6. On-site parking shall be screened with landscaping. Retention of existing landscaping/trees is always preferred when possible. Landscape trees can be applied towards the required tree units described in the Covington Tree Ordinance.
7. An average of 15 square feet of interior landscaping must be provided per parking space for parking areas over 40 spaces. This may be reduced to a minimum of 12 square feet to address unusual circumstances.
8. Landscaping shall be placed at the end of each parking row regardless of lot size. Landscaping within the row shall be spaced no more than 10 stalls apart. This requirement is not intended to conflict with an effort to retain existing trees.



Alternate street design – flexibility for on-street parking allows planting and parking areas to interact.

9. To facilitate the development of a pedestrian-friendly city, transit stop locations should be incorporated into all development plans. The Transit Authority is to be consulted to determine the expected need for mass transit and the most logical location for new or future transit stops.
- a) Transit stops shall be incorporated into a small paved area large enough for a shelter, if desired, according to METRO Transit standards. Alternatively, transit stops may be near a building entrance under a colonnade or canopy. Avoid placing transit stops on the curbside of the sidewalk.



Place transit stop benches into a landscaped area away from the curb helps to integrate the bench into the setting while providing a more pleasant waiting area.

- b) Landscaping around the perimeter of the transit stop is required. Landscaping will provide a sense of enclosure without obscuring visibility.
- c) For safety and convenience, transit stop waiting areas shall be fully illuminated.



COMMERCIAL CENTERS



“Covington will have a downtown that is well designed and pedestrian-friendly with a permanent combination of commercial and residential areas”

- Covington Vision Statement

The Comprehensive Plan provides for Commercial Centers. Such centers are areas of concentrated activity where multiple uses are clustered in a manner so as to facilitate pedestrian movement and be mutually supportive of one another. One such Center is in the vicinity of SR-516 and SR-18. This Commercial Center is considered the downtown area of Covington. Additional Commercial Centers will be identified by the city.

The Downtown Commercial Center is dominated by SR-516 (Kent-Kangley Road/SE 272nd Street) which cuts the downtown into two distinctive areas. Pedestrian travel between the south and north sides of the street must be facilitated if the downtown area is to meet the goals of the Vision Statement of a pedestrian-friendly Covington. In addition, north-south streets, such as SE Wax Road, 172nd Avenue SE and 168th Place SE should receive special design considerations, as these three streets are signalized and will have a majority of the crossing, pedestrian traffic.

Neighborhood Commercial areas are intended to serve the needs of the immediate neighborhood. Additional minor commercial activity centers will be as identified by the city.

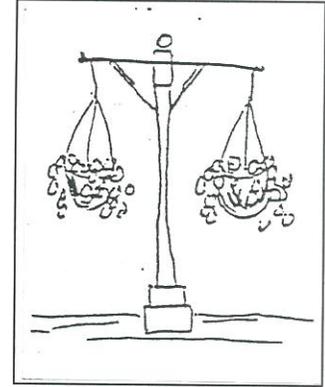
Design Guidelines:

1. Development within the commercial areas should be centered around common outdoor spaces which can serve as a gathering or focal point to the development. Common outdoor spaces may be plazas, parks, or central open areas and should include fountains, sculptures or civic monuments. Parking areas and walkways do not meet this requirement.
2. Pedestrian path layouts should be designed to provide the shortest distance between common areas, building and anchor tenant structures. This may require pedestrian paths between or through parcels in addition to required sidewalks on the public right-of-way.
3. Sidewalks and other pedestrian areas must be separated from moving traffic lanes with parking stalls, planters, bollards or similar buffering methods.



10. Common fixtures and accessories provide pattern to the streetscape and create a pleasing visual element for those visiting the downtown area.

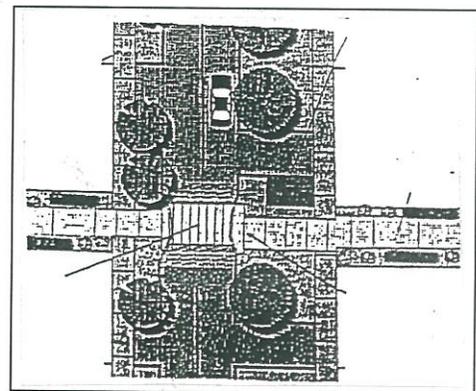
- a) Light fixtures must be regularly spaced to provide safe and attractive lighting patterns.
- b) Hanging flower baskets shall be placed on all light poles, planted yearly and carefully maintained during the Spring, Summer and Fall months.
- c) The paving material for all pedestrian areas must be distinct from the paving material of parking areas. Special attention must be given to color and texture. Painting and striping will not meet this requirement. The requirements of the Americans with Disabilities Act must be followed.



11. Major intersections include, but may not be limited to SE 272nd Street/168th Ave. SE; SE 272nd Street/172nd Ave. SE; SE 272nd Street/SE Wax Road; SE Wax Road/SE 256th Street; and SE Wax Road and Covington Way SE. There may be other major intersections with future development. Such intersections should be enhanced as follows:

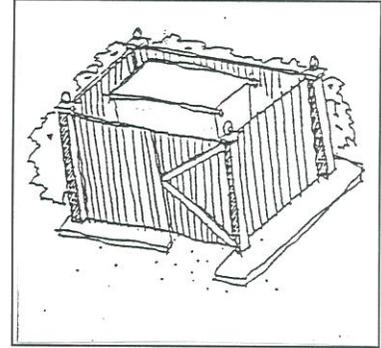
- a) New developments are encouraged to replace existing crosswalk paving with a visually distinct material.
- b) Crosswalks should be enhanced with bollards or special lighting standards.
- c) Planters should be installed near the perimeter of intersections.

12. Crosswalks serve as a focal point to the street and serve as a visual draw to pedestrians. Seating, decorative poles or bollard lighting and planters around the crosswalk can help facilitate this. Pedestrian crossings must be visually distinct from the street surface. Colored paving or textured surfacing is appropriate. Paint or striping will not meet this requirement. All Americans with Disabilities Act (ADA) regulations shall be complied with.



13. Parking lots and service areas must be visually diminished through the use of landscape screening and by keeping them to the side or rear of buildings when possible.

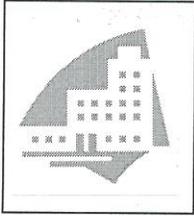
- a) Service and delivery bays, including warehouses and mini-storage units, must not be oriented to the street.
- b) Curb cuts for driveways will be limited to one cut per parcel frontage or one cut per 200 feet of frontage, subject to adopted street standards to maximize landscaping at the street face. Additional cuts are allowed as required by the City Engineer. Where available, side streets or alley's must be used for additional access needs.



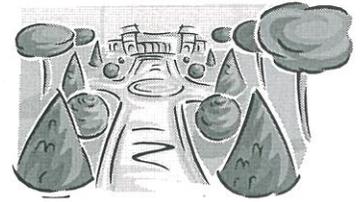
14. Visual continuity can be achieved between dissimilar buildings by emphasizing common elements of the site design such as landscaping, screening, outdoor furnishings, light standards, decorative paving. Similar colors of structures can also provide visual continuity to the streetscape.



15. Encourage pedestrian use of walkways by providing canopies, marquees and awnings on building fronts, which abut a sidewalk.
16. Encourage parking facilities with more than 200 spaces to provide covered walkways along the primary pedestrian walkways.



ZONE TRANSITIONS

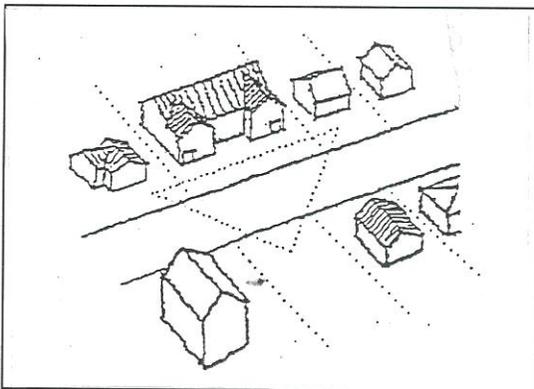


“Covington will have a downtown that is well-designed and pedestrian-friendly with a permanent combination of commercial and residential areas”.

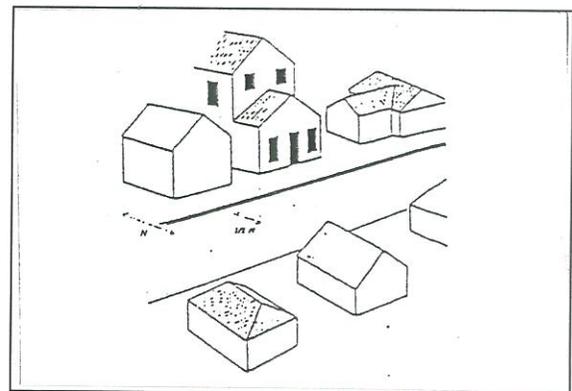
- Covington Vision Statement

Zone designations serve to contain similar and compatible uses within specified areas of the city. It follows that incompatible development may occur where two zoning designations meet. Typically, landscape buffers or screens shield dissimilar uses from one another. This may be acceptable if the buffer or screen is large enough to provide visual relief between districts. An acceptable buffer is at least 50 feet in width and contains sufficient natural vegetation to provide a dense visual barrier between dissimilar uses. Where this is not possible, transition may be achieved by combining screening methods with a “step-down” approach to development as follows:

1. Limit building to the average height of adjacent structures. Where parcels of differing zones meet, the building height of a proposed structure should be an average of the closest three building heights in the opposing zone (including code-allowed height on vacant lots). Taller structures may be built next to lower structures in the opposing zone if the taller portion of the proposed building is stepped back at least half the depth of the tallest of the three closest buildings. In no case may the height exceed the underlying height limit described in the zoning district in which the proposed building is to be constructed.



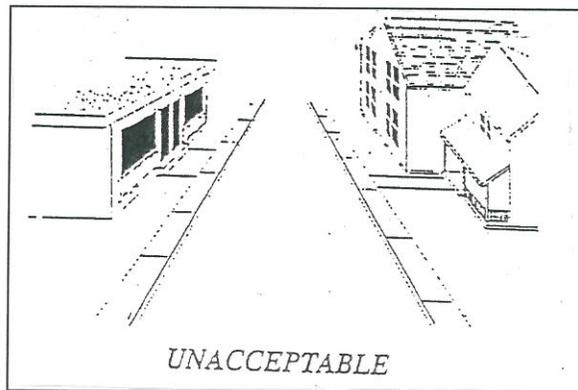
The three closest parcels in the opposing zone shall should be identified to determine average height.



Taller buildings must be stepped back at least half the depth of the tallest of the three closest buildings.

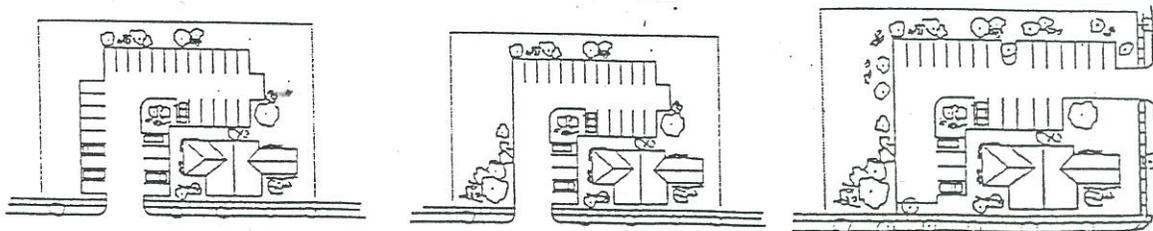
2. Avoid facing dissimilar structures along streets. Proposed structures facing a street which divides two zones shall be compatible with structures in the less intense zone. For purposes of this requirement, intensity is as follows, beginning with the least intense: R-1, R-4, R-6, R-8, R-12, CN, CD and CR. The following are guidelines to promote compatibility:

- a) Incorporate residential detailing. All buildings facing residential zones shall be constructed using residential-type doors, windows, trim and massing. Large storefront windows, kick plates below windows, flat roofs, parapets, sign bands, etc., do not appropriately reflect residential architecture.



The commercial building on the left is out of character with the residential building on the right.

- b) Conform to design standards of more restrictive zone. Proposed structures facing a less intense zone will be subject to design standards and the zoning code restrictions of both zones. The more restrictive requirements will apply.
 - c) Retain historic structures regardless of commercial characteristics. All historic structures, so designated by the City Council or King County, shall be retained in any zone, if the structure's original integrity is restored or retained.
3. Parking lots are not allowed on streets that divide commercial and residential districts. On these streets, parking lots must be contained behind the non-residential use. Driveways with parking on one side of the driveway may connect rear parking lots to the street. It is always preferable to access parking facilities from secondary streets to preserve the streetscape.

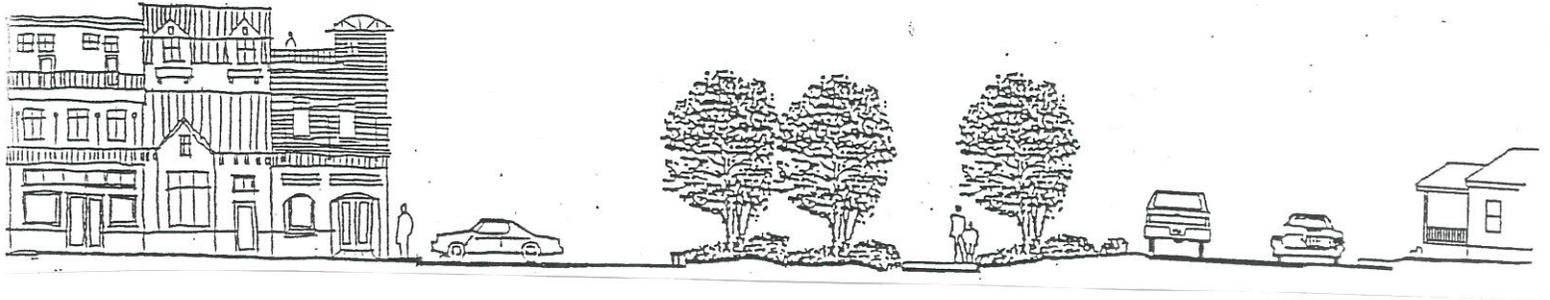


UNACCEPTABLE

ACCEPTABLE

PREFERRED

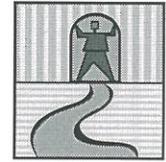
4. Pedestrian pathways may be integrated into large buffer areas to promote increased pedestrian circulation and interaction between zones. These pathways should be integrated into the overall circulation plan for the development and the surrounding area.





ON-SITE WALKWAYS

Residential & Commercial



“The City of Covington is a place where community, business and civic leaders are partners in building a city that is family oriented, safe and pedestrian friendly . . . “

- Covington Vision Statement

PRIMARY WALKWAYS.

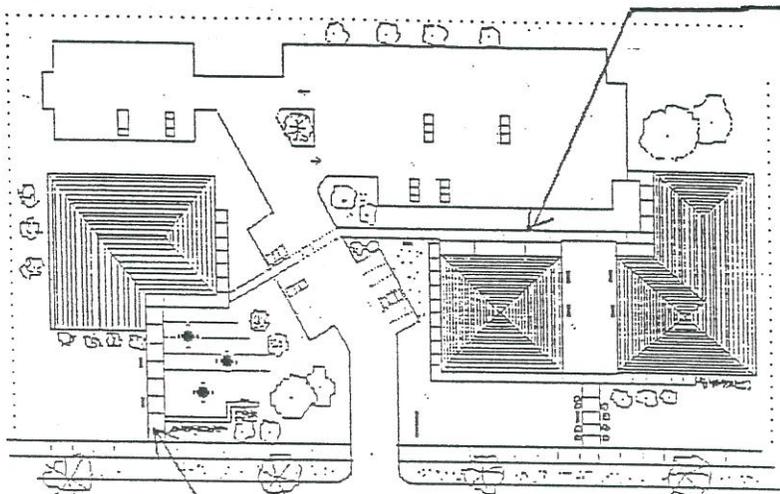
Primary walkways are intended to link a building’s main entrance to the public right-of-way and to facilitate and enhance the pedestrian environment. The following guidelines must be considered:

1. The paving material for all pedestrian areas must be distinct from the paving material of parking areas. Special attention must be given to color and texture. Painting and striping will not meet this requirement. The requirements of the Americans with Disabilities Act must be followed.
2. Commercial buildings must be served by primary walkways which directly link the building’s main entrance to the public right-of-way.
3. Primary walkways must be a minimum of six feet wide. Wider walkways will be required for large-scale projects or projects with an expected high pedestrian usage.
4. Walkways must be visually distinct from parking lot and driveway surfaces and may include textured or colored materials. Paint or striping will not suffice to meet this requirement. Walkways must be functionally separate from parking lots and driveways except where they cross driveways.
5. Both sides of a primary walkway must be landscaped except where it crosses a driveway. The width of the landscaping must be sufficient to maintain a proper planting environment. Planting strips must have an average width of three feet. Wider planting strips may be required around trees and for larger-scale projects. The landscaping requirements of the Land Development Code must be complied with.
6. Walkways must include lighting and seating in accord with the approved lighting fixtures and outdoor furniture on file with the Department.
7. Parking facilities with more than 200 spaces shall provide covered walkways along the primary pedestrian walkways.

SECONDARY WALKWAYS.

Secondary Walkways are intended to provide connections between buildings within a development, buildings in an adjacent development, parking areas and building entrances or any other related pedestrian activity points. The following guidelines must be considered:

1. All buildings within a complex or between complexes, should be linked to each other by a secondary walkway system. Public sidewalks may be considered part of the secondary walkway system, if they provide convenient movement between structures or complexes.



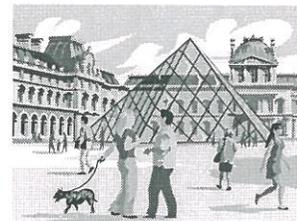
Secondary walkways connect each building and are distinct from parking lot surfaces.

Primary walkway connects building's main entrance with the public sidewalk. Notice how the outdoor plaza provides a visual focus to the site while enhancing the pedestrian environment.

2. Secondary walkway widths must be no less than five feet.
3. Walkways must be visually distinct from the parking lot and driveway surfaces. Where walkways are flush with driveways or parking lot surface, textured or colored materials can provide visual distinction. Paint or striping will not suffice to meet this requirement.
4. Walkways must not be used for parking stalls. However, the ramp or loading area of a handicap stall may be part of the walkway, if in accord with the standards of the Americans with Disabilities Act.
5. Where a stormwater facility is designed as a common area pursuant to Common Areas and Plazas Design Guideline 2e), it shall be tied into the project's internal pedestrian pathway system linking the various buildings, parking facilities as well as any nearby City or County trail system



COMMON AREAS & PLAZAS



"Parks and Open Space are an important part of our community's future and quality of life."

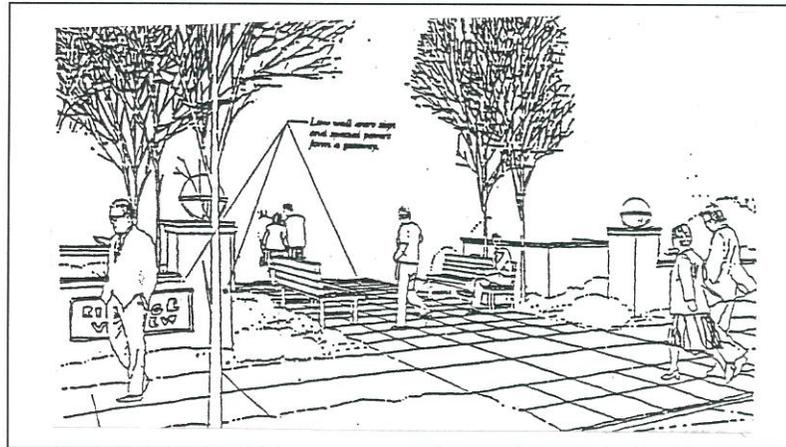
- Covington Vision Statement

A common area is a designed outdoor/indoor space, which encourages activities and leisure time in spaces associated with pedestrian-oriented uses. Common areas may be a mixture of indoor and outdoor space. However, indoor space designed for the exclusive use of a specific tenant, shall not be considered common space. Required common areas may be enlarged and extended into the public right-of-way to connect to the public sidewalk, subject to the approval of the Director. The following guidelines must be followed:

1. Commercial Developments greater than 2000 square feet in floor area must include on-site common areas equal to at least Ten percent (10%) of the gross floor area of the building to which they apply, excluding garages, warehouses, and similar unheated support structures. Modifications to this requirement are possible through the design review process if the applicant can show that the proposal better serves the intent of the regulation and the needs of the public.

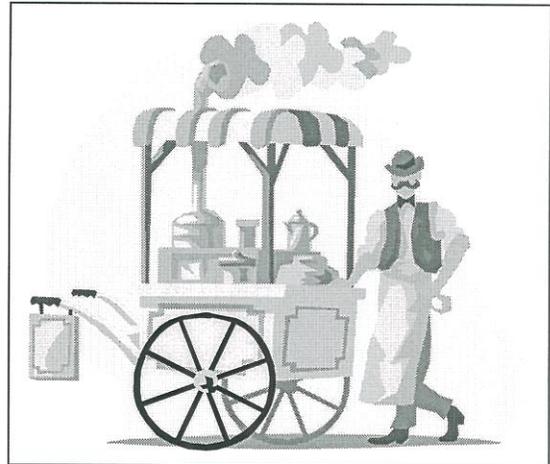
Off-site common areas may be allowed for structures with less than 2000 square feet of floor area or the payment of fees in-lieu-of. Any nearby common areas may be enhanced or expanded by the proposed project applicants in place of the creation of a new common area if approved by the Administrator. This enhancement or expansion shall be comparable in value to the improvements that would normally have been required and shall better serve the needs and interests of the public. Off-site common areas are not intended for the exclusive use by patrons of the proposed project. Off-site common areas do not qualify for on-site parking credits described in subsection 5, below.

2. Common areas must provide trash receptacles and casual seating, tables or other amenities as determined by the Administrator. Common areas should consist of one, or a combination, of the following:
 - a) Balcony, terrace or covered colonnade providing a minimum walkway width of eight feet and which incorporates seating areas.
 - b) A covered/uncovered Plaza with colored or textured pavement surface, such as brick, stone, exposed aggregate concrete or colored and textured concrete. To provide pattern and enhance the texture of the pavement, concrete surfaces must be scored or otherwise divided into smaller sections.

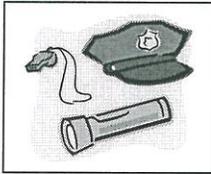


- c) Pocket Park which is developed between or in front of buildings, which includes landscaped areas (drought-resistant native vegetation) combined with limited paths and pavement areas for casual tables and seating.
 - d) Water-viewing platforms which are consistent with the applicable local, state and federal requirements and these standards. Viewing platforms intended for public access must be identified with signage located at the edge of the public right-of-way.
 - e) Storm water facilities that are designed as recreational sites with walking trails, picnic tables and other similar pedestrian amenities can be applied to the required common area requirement if the applicant can show that they meet the intent of the guidelines.
3. Common areas, or access ways leading to common areas, must be accessible to the public from the public right-of-way by either primary or secondary walkways.
 4. Pedestrian seating is encouraged in locations, which allow enjoyment of sun and protection from inclement weather. Locate seating so that patrons can observe the activities of the street or enjoy a scenic view. Water features add white noise, which masks the sound of traffic and other disturbances.
 5. Common areas invite pedestrian activity. Therefore, it is expected that impacts from automobile traffic will be reduced. Additionally, a well-designed outdoor common area provides the same visual amenity as pervious coverage landscaping. Provision of common areas may be counted toward parking and impervious requirements as follows:
 - a) Required on-site parking may be reduced by one parking stall for every 200 square feet of required common area.
 - b) Common areas may be counted as pervious when calculating impervious coverage allowances. The requirements of the adopted Surface Water Design Manual must be complied with for all impervious surfaces.
 6. To assure full use and benefit of common areas to the merchants, the following activities are allowed in common areas:

- a) Food, craft and flower carts are allowed at the discretion of the property manager provided such carts do not impede pedestrian flow, access ways for the handicapped, or the movement of emergency personnel. Carts must be on the private paved common areas and are subject to the approval of applicable local, state or federal agencies. Carts must be portable and be stored away when not in use. Cart design should be respectful of the community character.



- b) Temporary art displays are encouraged in common areas, subject to the issuance of any required city permit.
- c) Outdoor dining is highly encouraged provided such seating does not impede pedestrian flow, access for the handicapped or the movement of emergency personnel. Outdoor eating areas may be accented by either portable or permanent landscaping.
- d) Transit stops may utilize common areas if the stop conforms to both transit stop and common area requirements. Pay phones and other public amenities are encouraged in common areas.



CRIME PREVENTION

Residential & Commercial



“City Government will remain efficient, accessible, responsive and accountable to the community.”

- Covington Vision Statement

The concept of crime prevention through environmental design is not new. Simple measures can be taken during the early phases of the design process to reduce the likelihood of crime. Insuring adequate visibility and avoiding unsupervised space is the first step to preventing crime. However, it should be understood that project amenities and unique design should not be restricted in the name of crime prevention.

The concept of defensible space shall be employed where ever possible to reduce opportunities for crime. Defensible space is a term used to describe a series of physical design characteristics that maximize user control of behavior, particularly crime. A development designed under defensible space guidelines clearly defines all areas as either public, semi-public or private. It determines who has the right to be in each space, and allows users to be confident in responding to any questionable activity or persons within their development. Users are thus encouraged to extend their private realms and establish their zone of influence, resulting in a heightened sense of responsibility towards the care and maintenance of the development.

A series of techniques can be used to create defensible space and consequently help to reduce crime. They are, in summary:

1. Defining zones of privacy (public, semi-public, private) with real or symbolic barriers. This allows occupants to identify strangers.
2. Establishing perceived zones of influence and allowing occupants to extend their private realms.
3. Providing surveillance opportunities such as windows or balconies.

Design considerations for multiple family developments include the following:

1. Parking must be located so that distances to dwellings are minimized and to allow for easy surveillance from nearby areas and windows.
2. Windows should be located so that areas vulnerable to crime can be easily surveyed by residents.

3. Laundry rooms in multi-family dwellings should be located in such a way that they are observed by others. Windows and lighting should be incorporated to assure surveillance opportunities.
4. Mailboxes shall not be located in dark alcoves or out of sight.
5. In public and semi-public areas, barriers which would hinder police patrols, such as confusing parking patterns and tall shrubs, must be avoided.
6. A system of identifying the location of each residential unit and common facilities at the project entry should be established.

More light is not necessarily indicative of better and safer lighting. Lighting levels should be carefully selected and oriented so that points and areas vulnerable to crime are accented. Lighting must be provided in areas of heavy pedestrian or vehicular traffic and in areas which are dangerous if unlit, such as stairs and ramps, intersections or where abrupt changes in grade occur. Areas that have high crime potential must be well lighted so that people traveling through them at night may feel secure.

Plant materials, such as high shrubs, should not be located so that surveillance of semi-public and semi-private areas is blocked. Keep the growth potential of plant material in mind when establishing the landscape plan. Sticker shrubs may discourage crime activities. However, access by small children should also be considered when locating harmful plants. Low shrubs and umbrella trees (where the canopy is maintained above six (6) feet above grade) will allow surveillance opportunities, hence reducing the potential for criminal behavior.



BUILDING DESIGN

General Guidelines



“Covington will have high-quality design and construction standards that give buildings and structures a sense of permanence and provide for an aesthetically pleasing skyline in our community”

- Covington Vision Statement

Building design should be in harmony with the surrounding neighborhood and the character of the community. Placing controls on design elements is not intended to prohibit creativity, but rather to direct it towards the goals of this community.

Commercial developments should reflect the unique character and history of the community. Building materials, architectural style and color selection should reflect the nature of the community and should be appropriate for the area's climate.

BUILDING DESIGN

1. Corner buildings should be designed as more dramatic structures to emphasize their prominent location and to form focal points at intersections. Parking facilities are prohibited on any corner lot.
2. Principal entrances to buildings should be visually prominent and located in close proximity to the public sidewalk when possible. Entrances should incorporate elements such as setbacks, recesses, balconies, porches, arches, trellises or other architectural devices. Corner buildings are encouraged to place their main entrance at the corner whenever possible.
3. Multi-Tenant structures shall place the accessory tenants facing the public walkway with individual exterior entrances or identities when entrances are located inside the principal business. Facade treatments shall accent the individual tenant space.
4. In the case of flat roofs, the perimeter walls are encouraged to be of parapet type, the main roof concealed behind the parapet. The parapet wall shall extend above the roof sufficiently to screen any rooftop-mounted equipment. When rooftop equipment is higher than adjacent parapet wall (or if there is no parapet wall), it shall be positioned toward the center of the building and screened with a high quality compatible material of matching color to the building so as to minimize visibility from the ground.
5. Should the character of the building type justify the expression of a sloped roof

- surface, such roof shall be allowed.
6. Where external roof drainage occurs, overflow scuppers, downspouts, and drainpipes shall be designed and placed in consideration of the building elevation. In most cases, such components shall be de-emphasized. However, when constructed of high quality materials, an appropriately designed exposed drainage system shall architecturally complement the composition of the respective building elevation, in which case it may be painted as an accent, consistent with the color scheme of adjacent feature elements. Similar rules shall apply for other miscellaneous building elements, such as roof ladders, meter cabinets, access doors, etc.
 7. Design elements which reflect the small town character of Covington are strongly encouraged. Examples of such elements include a sense of entry to create a human scale, street lighting, flower baskets, modulation or other façade treatments to reduce the sense of bulk of large buildings.
 8. Building should be placed as close to the street as possible and off-street parking should be located to the side, or behind the structures with secondary access to the rear of the building. Buildings should only be setback from the street slightly to allow for plazas, outdoor eating or other public spaces.

SCALE & MASS

1. Facade modulation and articulation shall be provided on all walls longer than 30' which are visible to the public to reduce the apparent mass of the building and create a sense of human scale. To reduce the apparent mass of buildings, structures should include at least two of the following elements:
 - a) Vertical and horizontal relief in the façade that identifies the bottom, middle and top of the building.
 - b) A clearly defined pedestrian entry facing the street.
 - c) Window systems grouped together to form larger areas of glass separated by moldings or jambs.
 - d) Awnings, canopies, marquees, building overhangs or similar form of pedestrian weather protection at least five feet wide provided along at least 80% of the frontage of buildings that abut a pedestrian street or pathway.
2. Techniques that minimize the apparent mass of the building include:
 - a) Building step-backs on upper levels;
 - b) Curved or articulated surfaces;
 - c) Prominent entry features;
 - d) Prominent roof lines and/or features;

- e) Cornices;
 - f) Building ornamentation;
 - g) Overhangs and soffits;
 - h) Dormers, balconies and porches that clearly define street fencing entries to residential properties;
 - i) Building fenestration and detailing (store front or multi-paned windows for residential units); and
 - j) Awnings or marquees
3. Buildings of the development shall offer opportunities, where feasible, to integrate open colonnades, trellises, etc., as transition elements between the open public areas and the proprietary realms of the individual building. Such elements shall help to manage the bulk of larger buildings and introduce a human scale proportion.
 4. To create visual continuity among buildings having potentially different styles, buildings should utilize elements such as massing, windows, canopies and pitched or terraced roof forms to create both visually distinct "bases" as well as "caps".
 5. Align the bottom edge of awnings, canopies or marquees when appropriate on a group of buildings so that the unity of the store front line is maintained with adjacent buildings.
 6. Functional windows are strongly suggested to support the appearance of openness and accessibility of buildings. Where functional windows are not practical wall openings, preferably square, that have the appearance of a window without actually functioning as such may break up an otherwise blank facade. A rectangular shape shall be allowed, should the building design suggest so. Such openings shall be glazed in front of a "shadow box" with a type of glazing sufficiently reflective to conceal any blank or opaque surface behind. Simply framed openings in the parapet section of the exterior wall giving the illusion of a second floor or open roof terrace shall not allow any rooftop equipment to be visible. Shadow boxes are encouraged to be internally illuminated to make buildings more interesting at night.

INTEGRATED SIGNAGE

1. Sign design should be integrated with the architecture and site design of the building.
2. The signage should accent the style of the building and not detract from the architecture.
3. To encourage interesting and unusual approaches to graphic design, signs should be expressive and even whimsical. Signs should exhibit a graphic design approach to form and lighting.

COLOR AND MATERIAL

1. The predominant color of the exterior walls shall be of low intensity with subtle colors. The use of high intensity colors, metallic colors, and black or fluorescent colors shall be prohibited.
2. The selection and use of exterior materials is a key ingredient in determining how a building will look. Some materials, by their nature, can give a sense of permanence or can provide texture or scale that will help new buildings fit better into their surroundings. Use exterior materials that are durable, easily maintained and attractive even when viewed up close. These include materials that have texture, pattern or lend themselves to a high level of quality and detailing. Materials could include wood siding, shingles, brick, stone, CMU or other similar materials.

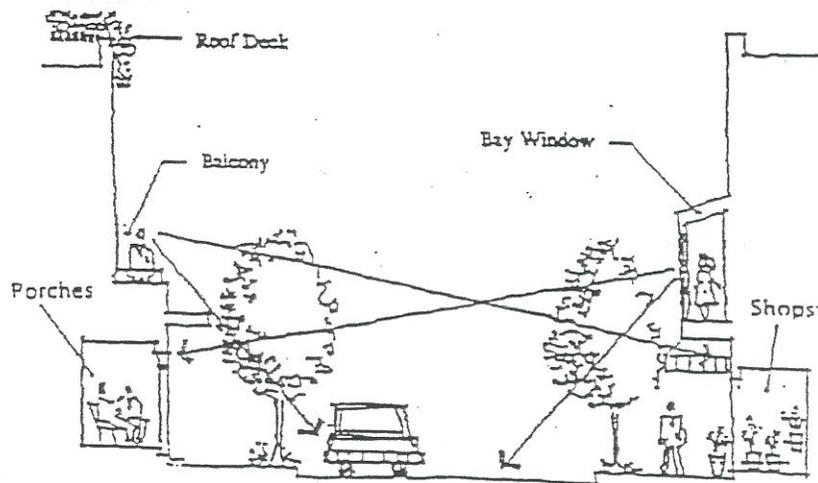
SITE FURNITURE / FENCING:

1. The seating furniture shall compliment Building Architecture and City standard street furniture.
2. Litter containers and integral trash receptacles shall be complimentary in type and color to seating furniture.
3. Wrought iron or similar fencing materials are preferred. Chain-link fences shall be prohibited in locations that are visible to the public.
4. Bike racks shall be similar in color to match other site furniture.

SITE LIGHTING:

The site lighting shall make a distinction between general area lighting for the parking lots, accent lighting for the pedestrian walkways, and illumination of the individual buildings and horizontal surfaces directly immediate to the buildings. The individual building architecture shall address the latter type lighting.

- Pathway lighting shall be pole-mounted type luminaries with floating reflector shades and painted to match. Lighting should be directed towards the intended area to reduce light pollution.
- Maximum height of pole lighting shall be 20 feet.





PUBLIC FACILITIES



“Covington will have a downtown that is well-designed and pedestrian-friendly with a permanent combination of commercial and residential areas”.

- Covington Vision Statement

Public Facilities are often visited by people of differing ages and needs. Accordingly, such facilities should set the standards for accessibility and exemplary design that will be emulated by other sectors of the community. Each facility should reflect the needs of its users and the character of the community. Facilities, which are not visited by the general public, may place less emphasis on pedestrian accessibility, but must meet the highest standards for architectural design and landscaping. All Public facilities must comply with ADA requirements.