

Freeway Tourist District Design Standards
SITE DESIGN CHECKLIST

Project Name: _____
Address: _____
Permit No. _____
Reviewed by: _____
Date: _____

SITE DESIGN

MINIMUM STANDARD	PROJECT STANDARD
	<i>Applicant's Responses</i>
Pedestrian Activity Areas (Page 2)¹	
1. A pedestrian activity area shall be located along each street frontage, including public streets and any circulator street where development or activity may occur. The pedestrian activity area shall be at least 12 feet in width, excluding the curb portion, even if part or all of the width is located on private property.	
2. The pedestrian activity area shall include directly behind the curb a five-foot wide landscape area that includes street trees. If the landscape area is paved, street trees shall generally be protected by tree grates. If the landscape area is not paved, it shall be covered by vegetation that consists primarily of ground cover. It may be designed as a rain garden or swale for stormwater management. Other low-rise plantings, as well as pedestrian and bicycle amenities such as bike racks and benches, may also be in the landscape area. Gravel and sand are not allowed as part of the landscape area.	
3. A sidewalk, at least seven feet in width, shall be located directly behind the landscape area. The sidewalk shall be concrete on a two or two-and-a-half foot grid, with a broom finish, built to City engineering standards, provided that a different pavement material may be approved by the Department for sidewalks that front a circulator	

¹ See the Freeway Tourist District Design Standards at <https://www.cityofmlt.com/DocumentCenter/View/9827/Freeway-Tourist-District-Design-Standards-PDF> for a fully copy of text and associated illustrations.

Freeway Tourist District Design Standards – Site Design Checklist

Project Name & Case #
Address

Date
Page #

street. Any different pavement material should be approved only as part of a more complete circulator street treatment, not a single-lot treatment.	
4. The sidewalk shall be continued, where feasible, across driveways that intersect it. To address grade issues, the sidewalk width may be narrowed to five feet across the driveway.	
5. Deviations to the above standards, 1-4, may be approved by the Department if necessary for: (a) traffic or pedestrian safety near street intersections or the I-5 right of way; (b) better meeting the intent of this section; or (c) protecting mature trees or environmentally critical areas.	
Pedestrian Connections (Page 3)	
1. A comprehensive pedestrian connection system shall link all site entrances and building entrances with the sidewalk that fronts the street.	
2. Pedestrian connections shall occur between adjacent developments where feasible.	
3. Pedestrian walkways that provide circulation within a site shall be at least four feet in width. Such walkways shall generally use consistent pavement materials.	
4. Where transit stops occur, pedestrian walkways or sidewalks shall provide a clear and direct connection between the transit stop and the main site entry and/or building entrance, as applicable.	
5. Chain link fencing shall not be used to separate pedestrians from vehicular traffic.	
Street Trees (Page 4)	
1. “Street trees” refers to trees that are located adjacent to streets. The street trees may be part of a pedestrian activity area or in another previously approved location.	
2. Street trees in pedestrian activity areas shall be planted at a distance from each other of approximately twenty-five to thirty feet on center.	
3. Street trees shall be located either in prepared soil beds and protected by tree grates of about five by	

Freeway Tourist District Design Standards – Site Design Checklist

Project Name & Case #
Address

Date
Page #

five feet or in a continuous planting strip with other plant material.	
4. Where tree grates are used, they shall be ADA accessible. The Department may specify the type of grate.	
5. If a street has a uniform planting of street trees or a distinctive species, then new street trees should be of a similar height and form as the existing trees.	
6. Street trees shall be installed in a planting bed that provides a hospitable growing environment and be of a type and size approved by the Department for compatibility with the urban street system or a comprehensive planting plan. The Department may provide a list of compatible tree types, planter preparation, and tree installation details.	
Driveways (Page 5)	
1. Vehicular driveways shall be located on streets other than arterials whenever possible	
2. For Building District E, no more than one driveway per lot shall be located along 244th Street SW.	
3. Driveways along the circulator street should be consolidated between developments for shared access whenever possible.	
4. Driveways should be of as narrow a width as possible in order to retain on-street parking capacity, minimize the amount of pavement, and use land efficiently, while still providing safe access.	
Parking Lot Location (Page 6)	
1. Parking shall not be located between a building and the street, except as necessary for the reuse of an existing building or as applicable under another standard in this section. (Note: For purposes of the F/T Design Standards, “street” does not include Interstate-5.)	
2. Within District D, parking lots shall not be located between a building and the street except as authorized under a site plan approved by the Department. To the extent feasible, parking shall be located within a structure or in a location that is not visually dominant from the street.	

Freeway Tourist District Design Standards – Site Design Checklist

Project Name & Case #
Address

Date
Page #

<p>3. In Building Districts E and F, which have relatively small lots (parcels), parking may be located between a building and the street. However, in such cases, the preferred location for on-site vehicle parking is adjacent to a secondary street, rather than to 244th Street SW. □</p>	
<p>4. Every reasonable effort shall be made to provide parking facilities that are shared between developments.</p>	
<p>Parking Lot Screening (Page 7)</p>	
<p>1. Parking lots that abut a street shall be screened with one, or a combination of, the following treatments, in addition to any other applicable landscape or screening requirements:</p> <ul style="list-style-type: none"> a. Low walls made of concrete, masonry, or other similar material that reflects the building architecture in material, texture and color, and not exceeding a maximum height of three feet b. Raised planter walls, with at least a two foot interior width, planted with a minimum of 80% evergreen plant materials. Total height of wall and the plant material not to exceed three feet c. Landscape planting consisting of 80% evergreen trees, shrubs, and groundcovers, generally at least five-foot width. 	
<p>2. Walls and/or raised planters shall be designed to be viewed from all sides.</p>	
<p>3. Walls and raised planters shall not exceed a maximum height of three feet, unless all of the following are provided:</p> <ul style="list-style-type: none"> • Screen treatment does not create a safety hazard • Portion of treatment that is above three feet in height is a minimum of 75% transparent (i.e. see-through metal railing or other similar treatment). 	
<p>4. Chain link fencing shall not be permitted to screen or enclose parking areas or separate pedestrians from the street system.</p>	
<p>Parking Lot Interior Landscaping (Page 8)</p>	
<p>1. Parking lot landscape shall be used to reinforce pedestrian and vehicular circulation, including:</p> <ul style="list-style-type: none"> • At parking lot entrances • At ends of driving aisles 	

Freeway Tourist District Design Standards – Site Design Checklist

Project Name & Case #
Address

Date
Page #

<ul style="list-style-type: none"> • To define pedestrian walkways through parking lots. 	
<p>2. Any landscape areas next to a pedestrian walkway shall be maintained or plant material chosen to maintain, a clear zone generally between three and eight feet from ground level.</p>	
<p>3. Trees and shrubs shall be appropriately set back in planter areas wherever vehicle overhang extends into landscape areas. Planter area widths must be sufficient to accommodate trees and shrubs without vehicle damage.</p>	
<p>4. For parking lots that contain greater than fifty parking spaces, the location of interior landscape islands shall be allowed to be consolidated for planting of large stands of trees to break up the scale of the parking lot.</p>	
<p>5. For parking lots with at least six parking spaces, the number of trees required in the interior landscape area in parking lots shall be dependent upon the location of the parking lot in relation to the building and public right-of-way:</p> <ul style="list-style-type: none"> • Where the parking lot is located between the building and the public right-of-way, or circulatory system, one tree for every six spaces shall be provided (1:6) • Where the parking lot is located to the side of the building and partially abuts the public right-of-way, or circulatory system, one tree for every eight spaces shall be provided (1:8) • Where the parking lot is located behind the building and is not visible from the public right-of-way, or circulatory system, one tree for every ten spaces shall be provided (1:10). 	
<p>6. Rocks, pebbles, sand and similar non-living materials may not be used as groundcover substitutes, but may be allowed as accent features within landscape planting areas so long as the area covered by such features does not exceed 5% of the total landscape planting area.</p>	
<p>Lighting – Site and Parking Lot (Page 9)</p>	
<p>1. Parking lot lighting shall be appropriate to create adequate visibility at night and evenly distributed to increase security.</p>	

Freeway Tourist District Design Standards – Site Design Checklist

Project Name & Case #
Address

Date
Page #

<p>2. Night lighting shall be provided where stairs, curbs, ramps, abrupt changes in walk direction, and crossing vehicle lanes occur.</p>	
<p>3. Pedestrian scale lighting and/or bollard lighting shall be used to define pedestrian walkways, crosswalks, connections and/or other pedestrian areas within a site development.</p>	
<p>4. All lighting shall be energy-efficient, glare-free and shielded from the night sky and from spill over onto adjacent properties, through use of exterior shields or other acceptable light shielding means. □</p>	
<p>Service Elements Screening (Page 10)</p>	
<p>1. On-site service facilities, such as loading docks, dumpsters, etc., shall be located in an area that is least visible from the public right-of-way the circulatory system or common areas. Service areas that are located in a visible area due to site constraints, shall be screened from public or common view (vs. service view only) using landscaping and/or screen walls.</p>	
<p>2. When located next to a parking lot, service areas shall be placed in such a way as to be as visibly unobtrusive as possible from primary pedestrian walkways and the main parking area.</p>	
<p>3. All loading, and trash collection areas that are within twenty feet of a public right-of-way, circulatory system, residential zone, or an internal pedestrian walkway shall be screened by masonry, wood, or decorative iron work. Full screening shall be at least six feet high.</p>	
<p>4. At-grade mechanical or electrical type equipment (such as cabinets), that are within ten feet of a residential zone, a public right-of-way, or circulatory system or an internal pedestrian walkway shall be either screened or concealed as part of a landscape or architectural feature (e.g., within an artificial boulder).</p>	
<p>5. Loading and service areas shall not face any residential district, unless no other location is possible due to site constraints.</p>	
<p>6. Landscape screening shall be used in combination with architectural features or landforms.</p>	

Freeway Tourist District Design Standards – Site Design Checklist

Project Name & Case #
Address

Date
Page #

Landscape Areas (Page 11)	
1. Perennials and/or annuals are encouraged to provide special interest and highlight pedestrian areas such as building and site entrances, public open space, plazas, and major pedestrian connections. <input type="checkbox"/>	
2. Rocks, pebbles, sand, and similar non-living materials shall not be used as groundcover substitutes, but may be used as accent features provided such features do not exceed a maximum 5% of the total landscape area.	
3. All areas not otherwise devoted to landscape required by these standards, or by parking, structures, or other site improvements shall be planted or remain in native, non-invasive vegetation.	
Circular Street (Page 12)	
1. The circulator street(s), as defined in MTMC 19.60.10, shall include travel lanes that have a combined width of at least 20 feet for motor vehicles.	
2. As building and site development occurs over time, the circulator street shall provide for pedestrian activity areas.	
3. Landscaping along the circulator street shall be maintained to ensure an attractive environment.	
4. Use of pervious surfaces and low-impact stormwater management features is encouraged.	
5. Sidewalk bulb-outs, crosswalks or other methods that help pedestrians safely cross the street should be employed in key locations.	