

ORDINANCE NO. 4659

AN ORDINANCE OF THE CITY OF PASCO, WASHINGTON, APPROVING THE BROADMOOR MASTER PLAN AND CREATING CHAPTER 25.97 "BROADMOOR OVERLAY DISTRICT," RELATED TO 2022 COMPREHENSIVE PLAN DOCKET AND BROADMOOR MASTER PLAN.

WHEREAS, the Broadmoor Master Plan provides a framework for the coordinated and long-term development of a mixed-use, pedestrian friendly community providing a variety of compatible land uses; and

WHEREAS, the Broadmoor Master Plan formally establishes the Broadmoor Planning area to encompass the lands bound by Interstate 182, Broadmoor Blvd, Burns Road, and the Columbia River; and

WHEREAS, the Broadmoor Master Plan is supported by the accompanying Final Environmental Impact Statement, which identifies affected environments, and mitigation measures; and

WHEREAS, the creation of the Broadmoor Overlay District establishes the necessary development regulations necessary to carry out the vision intended in the Broadmoor Master Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PASCO, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Adopting the Broadmoor Master Plan, attached hereto as **Exhibit A**.

Section 2. That a new Chapter 25.97 entitled "Broadmoor Overlay District" of the Pasco Municipal Code shall be and hereby is created and shall read as follows:

Chapter 25.97 BROADMOOR OVERLAY DISTRICT

Sections:

<u>25.97.010</u>	<u>Purpose.</u>
<u>25.97.011</u>	<u>Planning principles.</u>
<u>25.97.020</u>	<u>Applicability.</u>
<u>25.97.030</u>	<u>Use in combination.</u>
<u>25.97.040</u>	<u>Land-use and zoning table.</u>
<u>25.97.045</u>	<u>Block standards.</u>
<u>25.97.046</u>	<u>Circulation and connectivity.</u>
<u>25.97.050</u>	<u>Permitted and prohibited uses.</u>
<u>25.97.055</u>	<u>Medium Density Residential.</u>
<u>25.97.060</u>	<u>Mixed Residential and Commercial.</u>
<u>25.97.065</u>	<u>Commercial.</u>

<u>25.97.070</u>	<u>Open Space.</u>
<u>25.97.080</u>	<u>Community Center and Corridor Standards.</u>
<u>25.97.085</u>	<u>Public Street Environment and Public Realm.</u>
<u>25.97.090</u>	<u>Parking.</u>
<u>25.97.093</u>	<u>Signage and lighting.</u>
<u>25.97.095</u>	<u>Landscaping.</u>
<u>25.97.100</u>	<u>Environmental Protection.</u>
<u>25.97.110</u>	<u>Permit Review.</u>
<u>25.97.120</u>	<u>Plan Monitoring.</u>

25.97.010 Purpose.

The intent of the Broadmoor Overlay District is to guide and regulate development in accordance with the policy and objectives of the Broadmoor Master Plan. Where not specifically stated within the provisions of this Chapter, deference shall be afforded to the standards within the Broadmoor Master Plan.

25.97.011 Planning principles.

The following planning principles have been established for the Broadmoor Overlay District, as references in the Broadmoor Master Plan:

- (1) Encourage a pedestrian and transit friendly, walkable, environment.
 - (a) Developments shall implement development patterns that promote walkability.
- (2) Establish a connected community with ample choices in the circulation network.
 - (a) Create an efficient bike, pedestrian and vehicular circulation network within the area and with connections to the rest of the City. A public transportation system to be utilized to connect residential and commercial land use districts with each other as well as with the region.
- (3) Provide a variety of housing choices with a priority on higher density developments.
 - (a) The area should include a wide range of housing types, such as single-family homes, townhomes, condominiums, apartments, etc., that can meet the demands and preferences of current and future residents.
- (4) Create economic opportunities for all income groups.
 - (a) Provide flexibility and choices for a variety of small businesses, entrepreneurship, and general economic growth. Promote businesses in

commercial, non-residential, and mixed-use areas to improve the economic vitality of the City.

(b) Promote environmental protection and a balance between residential and commercial uses that will promote sustainable living and working conditions.

(5) Provide infrastructure and public facilities to meet the need of residents.

(a) The area will have necessary infrastructure to support growth and ensure efficient use of public facilities. This area should also provide amenities and services as growth takes place, such as schools, parks, police and fire services, and recreational opportunities.

(6) Offer flexibility and creativity with monitoring.

(a) The design and development will encourage creativity. In order to promote creative design and a walkable community, there will be provisions of choices and flexibility in the development. Development of the area will be monitored on a periodic basis to meet the planning vision of the Broadmoor area.

25.97.020 Applicability.

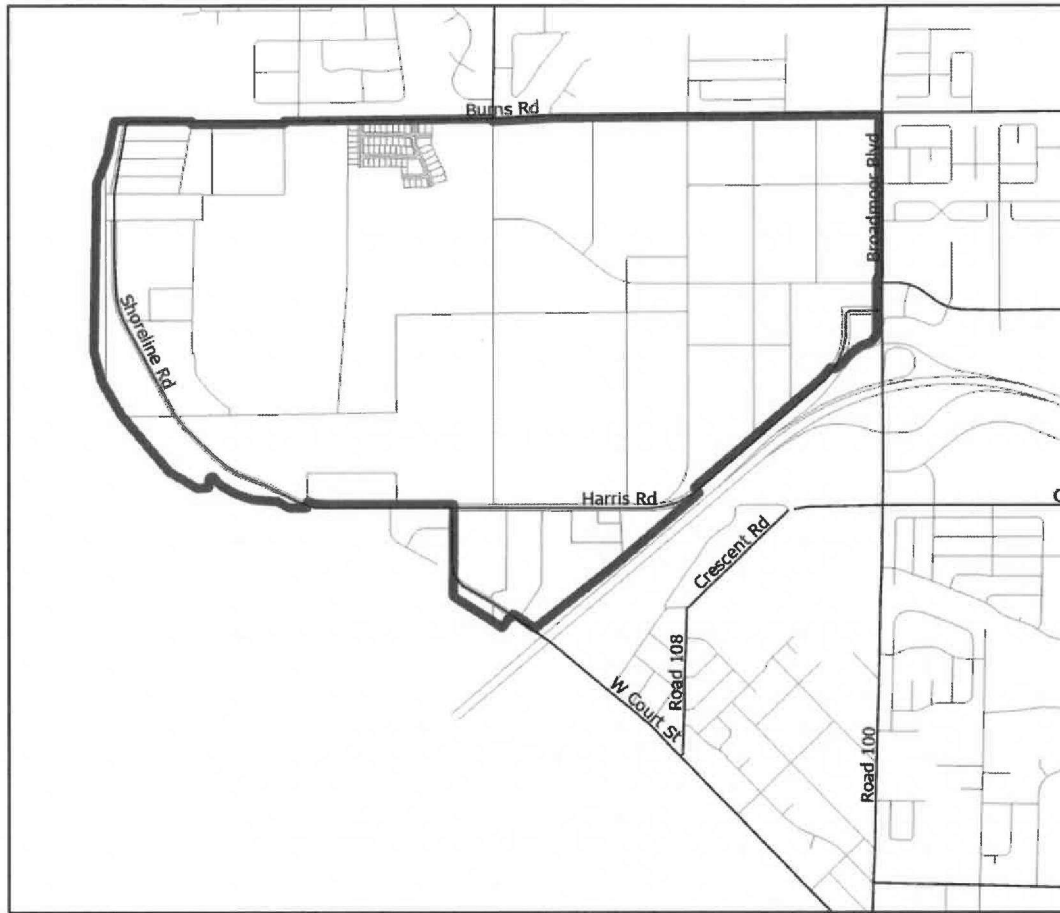
The provisions of this Chapter shall apply to all lands bound by Interstate I-182, Burns Road, Broadmoor Blvd, and the Columbia River, as illustrated below:

(1) Network open spaces.

(a) The area should be connected by open spaces, greenbelts, recreational facilities (trails, pathways), and roadways.

(2) Develop an aesthetically pleasing community with quality design.

(a) The design guidelines will promote a complementary scale and size of neighborhood blocks, building form, and landscape design. It will create:



25.97.030 Use in combination.

This chapter shall be used in addition to and in combination with all other district and development regulations contained in this title. The requirements and intent of this chapter shall take precedence over the requirements of the underlying district regulations.

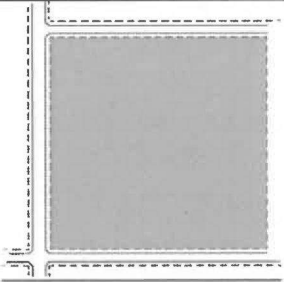
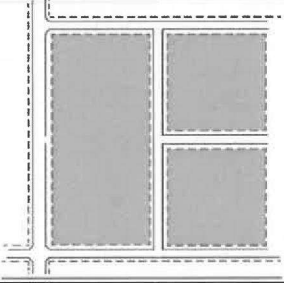
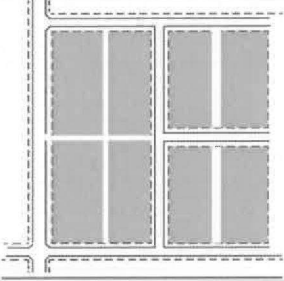
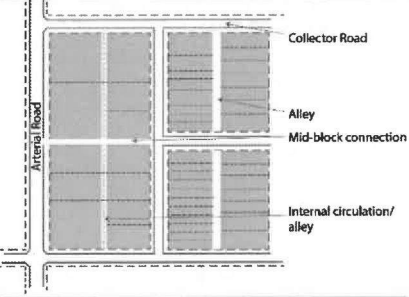
25.97.040 Land-use and zoning table

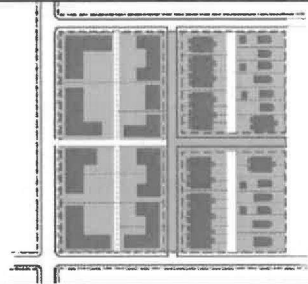
<u>Broadmoor Land Use Designation</u>	<u>Permitted Zoning</u>
<u>Low Density Residential</u>	<u>R-1</u>
<u>Medium Density Residential</u>	<u>R-2, R-3, R-4</u>
<u>Mixed Residential and Commercial</u>	<u>Mixed Residential and Commercial, C-1*, R-3*, R-4*</u>
<u>Commercial</u>	<u>C-1</u>
<u>Open Space</u>	<u>Open Space</u>
<u>Reclamation</u>	<u>R-T</u>
<u>*Allowed only when in conformance with the Mixed Residential and Commercial development standards as part of a mixed-use site plan or project.</u>	

25.97.045 Block standards.

The intent of urban blocks standards is to ensure that block sizes and layouts promote efficient connectivity. The interconnected and gridded layout of streets and smaller blocks shall provide increased accessibility and a pedestrian-friendly environment.

(1) Blocks shall be designed and subdivided to create a network of circulation as illustrated below:

	<u>Step 1: Large lots (5 acres or more) shall be subdivided further or developed with an internal road network as required by the City to create a highly connected, accessible development.</u>
	<u>Step 2: Additional streets are required in the subdivided blocks</u>
	<u>Step 3: Blocks are further sub-divided; alleys, or private roads, and/or mid-block connections shall be introduced according to the zoning code</u>
	<u>Step 4: Lots shall be introduced based on the land use types and zonings' lot size requirements</u>

	<p><u>Step 5: As developments take place, building placement shall be according to the land use regulations.</u></p>
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(2) Block Dimensions and Street Connectivity Standards.

<u>Spacing Guidelines</u>	<u>Principal Arterials</u>	<u>Minor Arterials</u>	<u>Collectors</u>	<u>Neighborhood Collectors</u>	<u>Local Access Streets</u>
<u>Maximum Block Length (Public Street to Public Street)</u>	<u>660 feet</u>	<u>660 feet</u>	<u>660 feet</u>	<u>660 feet</u>	<u>660 feet</u>
<u>Minimum Block Size (Public Street to Public Street)</u>	<u>300 feet</u>	<u>250 feet</u>	<u>200 feet</u>	<u>150 feet</u>	<u>125 feet</u>
<u>Maximum Block Perimeter</u>	<u>2,000 feet</u>				
<u>Maximum Distance between Bicycle and Pedestrian Facilities</u>	<u>330 feet</u>	<u>330 feet</u>	<u>330 feet</u>	<u>330 feet</u>	<u>330 feet</u>

(a) In cases when block length exceeds 660 feet, or the block perimeter exceeds 2000 feet, mid-block pedestrian connections shall be provided. Exceptions are allowed when proposed buildings exceed the block length. In such cases, mid-block connections can be provided through the site or building as appropriate.

(3) Residential Blocks.

(a) The width of the block shall be sufficient to allow two tiers of lots with easements. Block length shall be measured along the street centerline of intersecting streets.

(i) Exceptions of block length may be allowed for the protection of natural sources, steep slopes, or where lots front the shoreline.

(4) Commercial and Mixed-Use Blocks.

(a) Block lengths in the Commercial, or Mixed Residential and Commercial may be permitted an increase in the block dimension standards of PMC 25.97.045(2) if the block includes mid-block connections for public or civic spaces, pedestrian walkways, alleys, or open spaces, to create alternative forms of connections. Block lengths shall not exceed 1.5 times the length allowed of PMC 25.97.045(2).

(i) Exceptions of block length may be allowed for the protection of natural sources, steep slopes, or where lots front the shoreline.

25.97.046 Circulation and connectivity.

(1) Street Classifications.

(a) Streets shall be connected to develop a complete network. An interconnected circulation system shall provide connections to local shopping, services, housing, and amenities, as well as connections between adjacent developments.

(b) Alleys shall be allowed for service access, such as garages for residential uses, and loading services for commercial uses.

(2) Facility Spacing Standards.

<u>Functional Classification</u>	<u>Maximum Spacing</u>
<u>Principal Arterial</u>	<u>1 to 2 miles</u>
<u>Minor Arterial</u>	<u>1 mile</u>
<u>Collector</u>	<u>½ mile</u>
<u>Neighborhood Collector</u>	<u>¼ mile</u>
<u>Local Access Street</u>	<u>660 feet</u>
<u>Bicycle and Pedestrian Facilities</u>	<u>330 feet</u>

(3) Street connectivity standards.

(a) Provide pedestrian and vehicular connections that link adjacent uses and circulation patterns, including buildings, public spaces, parking areas, roadways, sidewalks, and pathways.

(b) An interconnected grid block and street network is required.

(c) The street and block network is not required to be orthogonal and can change shape in response to site features and/or topographical, however, streets shall be interconnected.

(d) The street system of a proposed subdivision shall be designed to connect to existing, proposed, and planned streets adjacent to the subdivision. Wherever a proposed development abuts un-platted land or a

future development phase of an existing development, street stubs shall be provided to allow access to future abutting subdivisions and to extend the street system into the surrounding area. Street ends shall contain turnarounds constructed to Uniform Fire Code standards and shall be designed to facilitate future extension in terms of grading, width, and temporary barricades.

(e) Dedicating or deeding property for right-of-way or a portion thereof to the City for public streets within, or along the boundaries of all residential subdivisions or developments, shall be required as a condition of application approval where the following can be demonstrated:

(i) Facts support that such dedication is reasonably necessary as a result of the impact created by the proposed development;

(ii) Such dedication will result in proportionate mitigation of the impact in the reasonably foreseeable future;

(iii) Connectivity to the existing or foreseeable future public right-of-way is feasible; and

(iv) One or more of the following circumstances are met:

(A) A city transportation plan indicates the necessity of a new or additional right-of-way or portion thereof for street purposes;

(B) The dedication is necessary to provide additions of right-of-way to existing right-of-way to meet city road standards;

(C) The dedication is necessary to extend or to complete the existing or future neighborhood street pattern;

(D) The dedication is necessary to comply with road standards and city transportation plans;

(E) The dedication is necessary to provide a public transportation system that supports future development of abutting property consistent with the Comprehensive Plan or Pasco Municipal Code.

(f) Cul-de-sacs/dead-end streets are prohibited; except, where the Comprehensive Plan or preliminary plat indicates a street is to continue past the subdivider's property, the City may allow the dead end until such time

as the street can be built through at a later date. Shared driveways and road-ends for shoreline public access are not considered cul-de-sacs/lead-ends.

(g) Shared driveway access from residential streets is allowed for attached dwelling units; for detached single-family residential lots, one shared access for four lots is allowed. For commercial developments, access must be shared with the adjacent development/parcels according to PMC 25.97.046(4).

(h) Street standards shall comply with the standards mentioned in Section 3.6, Street Environment and Public Realm, and Pasco Transportation System Master Plan (TSMP).

(i) Management of driveways and access will be in place on the following corridors: Broadmoor Boulevard, Sandifur Parkway, Burns Road Dent Road, and Road 108.

(4) Access management standards.

<u>Spacing Guidelines</u>	<u>Principal Arterials</u>	<u>Minor Arterials</u>	<u>Collectors</u>	<u>Neighborhood Collectors</u>	<u>Local Access Streets</u>
<u>Minimum Driveway Spacing (Driveway to Driveway)</u>	<u>300 feet</u>	<u>250 feet</u>	<u>150 feet</u>	<u>75 feet</u>	<u>N/A</u>
<u>Minimum Full-Access Driveway Spacing (Setback from Intersection)</u>	<u>300 feet</u>	<u>250 feet</u>	<u>150 feet</u>	<u>75 feet</u>	<u>25 feet</u>
<u>Minimum Right-In/Right-Out Driveway Spacing (Setback from Intersection)</u>	<u>150 feet</u>	<u>125 feet</u>	<u>75 feet</u>	<u>50 feet</u>	<u>25 feet</u>
<u>Note: Additional access and/or driveway management shall be determined at the development review phase</u>					

(5) Additional Standards for Mixed Residential and Commercial Land Uses.

(a) Mixed Residential and Commercial land use shall have primary automobile access from arterial and/or collector streets with transit and bicycle circulation. Mixed-use developments shall provide pedestrian and bicycle access and circulation to surrounding residential areas.

(b) Primary vehicular access to mixed-use developments shall be provided from perimeter arterial streets and/or perimeter collector streets to local access roads.

(c) Internal circulation shall be provided through an internal street system and local access roads.

(d) Private streets are allowed to provide internal site circulation within developments and according to the standards approved by the City.

(e) The internal transportation network of the Mixed Residential and Commercial land use shall be designed to maximize multi-modal travel options. All transportation infrastructures shall meet the intent of the City's Complete Streets Ordinance, PMC 12.15, Best practices criteria, PMC 12.15.050 and comply with the International Fire Code. Dedication of public right-of-way is not required when private streets are used. Private streets may only be used with the approval of the City Engineer. Private streets may only be used for internal circulation streets.

(6) Applications and permits for development in the Broadmoor Overlay District shall coordinate with Ben Franklin Transit and/or applicable public transportation providers to identify appropriate locations for public transportation facilities and accommodations.

25.97.050 Permitted and prohibited uses.

The standards of this Chapter shall be applicable to projects within the Broadmoor Overlay District. In the development regulations, "shall" is used to reflect mandatory elements, and "should" affords flexibility if the Director of Community and Economic Development finds that the project meets the intent of the Master Plan.

(1) Permitted Land Uses.

(a) This section establishes the land uses allowed in each land use designation and the corresponding permit requirements. A parcel or building subject to the Broadmoor Master Plan or Overlay District shall be occupied with only the land uses allowed permitted by this section. For land uses not identified in this section, the Director of Community and Economic Development may determine that the use is not permitted, or determine the appropriate definition and the proposed use to be permitted, provided the Planning Director makes the findings in writing that the use will be compatible and consistent with the purposes of the Broadmoor Master Plan.

(b) Uses within Reclamation land use are not identified in this development regulations. Uses in this land use category shall be determined

by the City upon completion of a reclamation study by the Department of Natural Resources.

(c) Mixed Residential and Commercial land uses shall be allocated in each Mixed Residential and Commercial land use planning area. Mix of land use shall contain a minimum of 20% residential and 20% of non-residential use in each planning area.

(i) Mixed Residential and Commercial land use can coordinate with another land use that is located within close proximity (1/4 mile) in order to meet the intent of the horizontal mixed use. For example, when Mixed Residential and Commercial land use is located next to Medium Density Residential land use, Mixed Residential and Commercial land use area can have a commercial development next to the Medium Density Residential land use area in accordance with the mixed-use standards for commercial uses. Each single use (residential and non-residential) in this case can be considered a part of a combined mixed-use development.

(2) Residential Use Table.

<p><u>“P” – permitted subject to applicable standards in this code. Allowed uses will be permitted in structures that have already gone through a site and building review process.</u></p> <p><u>“C” – permitted subject to the conditional use provisions</u></p> <p><u>“X” – not permitted</u></p> <p><u>Uses not listed in this table are not allowed.</u></p>					
<u>Land Use</u>	<u>LDR</u>	<u>MDR</u>	<u>Mixed R-C</u>	<u>C</u>	<u>OS</u>
<u>Single-family homes - detached</u>	<u>P</u>	<u>P</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Single-family homes - attached</u> <ul style="list-style-type: none"> <u>• Townhomes/ row houses</u> <u>• Duplexes, triplex, fourplex</u> <u>• Cottage House, Courtyard Housing (4-12 units)</u> 	<u>P</u>	<u>P</u>	<u>P</u>	<u>X</u>	<u>X</u>
<u>Live/work unit</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>	<u>X</u>
<u>Apartments/Multiple dwellings/Condominiums</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>X</u>
<u>Manufactured homes/ Factory-assembled homes</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>X</u>	<u>X</u>
<u>Nursing homes and assisted living facilities</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>X</u>	<u>X</u>
<u>Adult family home (6 or fewer)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>X</u>	<u>X</u>
<u>Family home daycare facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>X</u>	<u>X</u>
<u>Bed and breakfast</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>X</u>	<u>X</u>

(3) Commercial Use Table.

“P” – permitted subject to applicable standards in this code. Allowed uses will be permitted in structures that have already gone through a site and building review process.

“C” – permitted subject to the conditional use provisions

“X” – not permitted

Uses not listed in this table are not allowed.

<u>Land Use</u>	<u>LDR</u>	<u>MDR</u>	<u>Mixed R-C</u>	<u>C</u>	<u>OS</u>
<u>Administrative and professional offices, banks, dancing schools</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Medical and dental offices</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Funeral homes</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>X</u>
<u>Automobile detail shops and automobile rental or leasing</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>X</u>
<u>Hotels and motels</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Restaurants/ café/ breweries and similar uses</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Retails stores and shops, e.g., bakeries, groceries, beauty shops or similar uses</u>	<u>X</u>	<u>X</u> <u>C¹</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Filling stations (gasoline and/or electric)</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Car dealership (showroom sale only)</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Car wash, repair</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Entertainment and recreational uses (e.g., theaters)</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Veterinarian clinics for household pets (no boarding or outdoor treatment facilities)</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Wholesale</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>P</u>	<u>X</u>

1. Allowed for live work units and for neighborhood commercial uses with buildings less than 10,000 sq-ft in size; does not include auto-related uses and drive-throughs businesses.

(4) Civic Use Table.

“P” – permitted subject to applicable standards in this code. Allowed uses will be permitted in structures that have already gone through a site and building review process.

“C” – permitted subject to the conditional use provisions

“X” – not permitted

Uses not listed in this table are not allowed.

<u>Land Use</u>	<u>LDR</u>	<u>MDR</u>	<u>Mixed R-C</u>	<u>C</u>	<u>OS</u>
<u>Museums and galleries</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>C</u>
<u>Governmental/ civic offices</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>C</u>
<u>Police and fire stations</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>C</u>
<u>Libraries</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>C</u>
<u>Community event centers, civic facilities, recreational centers</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Hospitals, clinics</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Churches and other places of worship</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>X</u>
<u>Educational institutions</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>C</u>
<u>Daycare centers and preschool centers</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>X</u>

<p>“P” – permitted subject to applicable standards in this code. Allowed uses will be permitted in structures that have already gone through a site and building review process.</p> <p>“C” – permitted subject to the conditional use provisions</p> <p>“X” – not permitted</p> <p>Uses not listed in this table are not allowed.</p>					
<u>Land Use</u>	<u>LDR</u>	<u>MDR</u>	<u>Mixed R-C</u>	<u>C</u>	<u>OS</u>
Parks, public and private open spaces	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

(5) Other Uses.

<p>“P” – permitted subject to applicable standards in this code. Allowed uses will be permitted in structures that have already gone through a site and building review process.</p> <p>“C” – permitted subject to the conditional use provisions</p> <p>“X” – not permitted</p> <p>Uses not listed in this table are not allowed.</p>					
<u>Land Use</u>	<u>LDR</u>	<u>MDR</u>	<u>Mixed R-C</u>	<u>C</u>	<u>OS</u>
Cottage industries (repair, crafts, Hi-tech etc.)	<u>X</u>	<u>X</u>	<u>C</u>	<u>C</u>	<u>X</u>
Business incubators	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
Printing shops	<u>X</u>	<u>X</u>	<u>P</u>	<u>P</u>	<u>X</u>
Existing mineral extractions	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>

(6) Prohibited Uses.

<u>Land Uses</u>	<u>All Land Uses</u>
<p>“X” – not permitted</p> <ol style="list-style-type: none"> 1. <u>Automobile sales / Car dealership</u> 2. <u>Automobile assembly services,</u> 3. <u>Repair auto body shops¹</u> 4. <u>Mini-storage facilities</u> 5. <u>Pawn shops</u> 6. <u>Adult bookstores or entertainment facilities</u> 7. <u>Truck stops – diesel fuel sales</u> 8. <u>Truck terminals</u> 9. <u>Heavy machinery sales and service</u> 10. <u>Contractor’s plant or storage yards</u> 11. <u>Mobile home and trailer sales and service</u> 12. <u>Veterinarian clinics for livestock, including outdoor treatment facilities</u> 13. <u>Any outdoor manufacturing, testing, processing, or similar activity</u> 14. <u>On-site hazardous substance processing and handling or hazardous waste treatment and storage facilities</u> 15. <u>Junkyards, automobile wrecking yards, scrap iron, scrap paper, or rag storage, sorting, or baling</u> 16. <u>Recreational vehicle parks</u> 17. <u>Outdoor storage of RVs, boats, and trailers (not individual lot specific)</u> 	<u>X</u>

“X” – not permitted	
Land Uses	All Land Uses
<u>Notes:</u> 1. Allowed in Commercial land when such uses are adequately screened with landscaping buffer from abutting residential and mixed-use neighborhoods, and the site and building design is compatible with the surrounded uses 2. Prohibited in Commercial land, allowed as part of residential neighborhoods when screened in such a way that they are not visible from public streets, abutting residential and mixed-use neighborhoods. Such screening must be compatible with the design of the surrounding neighborhoods.	

25.97.055 Medium Density Residential.

The intent of medium density residential land use is to allow small lot single-family homes, both attached and detached, as well as duplexes, triplexes or multiplexes, and townhomes.

(1) Density.

(a) Minimum Density: 6

(b) Maximum Density: 29

(2) Lot Standards

<u>Building Type</u>	<u>R-2</u>	<u>R-3</u>	<u>R-4</u>
<u>Single-family detached (minimum)</u>	<u>5,000 sf/du</u>	<u>3000 sf/du</u>	<u>2000 sf/du</u>
<u>Single-family residential - attached</u>			
<u>Townhome/Row House (minimum)</u>	<u>3,000 sf/du</u>	<u>2,000 sf/du</u>	<u>1,500 sf/du</u>
<u>Duplex, Triplex, Fourplex (minimum)</u>	<u>2,500 sf/ du</u>	<u>2,000 sf/du</u>	<u>1,500 sf/du</u>
<u>Cottage / courtyard housing (minimum lot size for 4 units minimum to 12 units maximum)²</u>	<u>2,000 sf/du</u>	<u>1,800 sf/du</u>	<u>1,500 sf/du</u>
<u>Multiplex (minimum)</u>	<u>Based on the Comprehensive Plan density, site design and parking standards</u>		
<u>Notes: Lot size averaging shall apply according to PMC 21.20.070, Lot Size Averaging.</u>			

(a) Lot standards shall comply with the PMC 25.22 standards for R-2, R-3 and R-4 zoning districts. A maximum 20% of deviation from lot size, width, and frontage can be allowed if the average of all lots in the development complies with the standards, and if the development achieves a better quality of development by deviating from these standards. Lot size averaging must not reduce the net density. Tables 3-10 indicate lot size requirements.

(b) Lot width, frontage, coverage, and building height and setback shall be according to PMC 25.22 standards for R-2, R-3 and R-4 zoning districts.

(3) Access and driveways.

(a) For multiple units, the distance or length of the driveway approach to the parking shall be no less than 15 ft.

(b) Vehicular access and driveway locations shall be located to minimize impact on pedestrian/bike routes.

(c) Shared driveways are allowed for maximum 4 detached dwelling units.

(d) Duplexes, triplexes and fourplexes shall have shared driveway access from public street.

(e) Minimum width of shared driveway, and/or internal access roads shall be 26 ft with a turning radius of 26 ft except for PMC 21.20.060.

(f) When driveways of individual dwelling units consist of more than 50% of the lot width, developments must avoid repeated curb-cuts from public streets in order to provide safe pedestrian movement. At least one of the following design approaches shall be followed:

(i) Use shared driveways in order to reduce individual driveways from the main access road.

(ii) Driveway access from private streets and/or alleys.

(iii) Place the sidewalk behind the curb-cut and with minimum 20-foot driveway depth from the back of the sidewalk.

(g) For multi-units, internal access roads connecting parking lots and dwelling units shall be easily identifiable.

(h) For apartments and multiplexes, dedicated pedestrian network between parking lots, public streets and sidewalks, open spaces, and community facilities shall be provided.

(i) Developments shall provide pedestrian and bicycle access within and onto the site. Access points onto the site shall be provided (a) approximately every 330' to 660' feet along existing and proposed perimeter sidewalks and walkways, and (b) at all arrival points to the site, including abutting street intersections, crosswalks, and transit and school bus stops. In addition, access points to and from adjacent lots shall be coordinated to provide circulation patterns between sites.

(j) Walkways shall form an on-site circulation system that minimizes the conflict between pedestrians and traffic at all points of pedestrian access

to on-site parking and building entrances. Walkways shall be provided when the pedestrian access point onto the site, or any parking space, is more than 60' feet from the building entrance or principal on-site destination.

(k) A cluster or multiple clusters of dwelling units and parking shall be considered to break down the long and linear circulation pattern.

(l) A network of pedestrian connections shall be provided between parking lots, street sidewalks, open spaces, community facilities and buildings.

(m) Pedestrian walkways shall connect with public parks, open spaces and/or common areas within the development and in the vicinity.

(n) Pedestrian access must be clearly visible from the street and parking lots.

(o) Minimum width of a hard surfaced walkway shall be according to the ADA standards.

(p) Walkways must be adequately lit to meet the industry and City standards. All lighting, material and surface standards shall meet the PMC.

(q) Walkways must be maintained by the owner or owner's association.

(4) Setbacks

(a) Building setbacks shall be in accordance with the table below:

<u>HOME TYPE</u>	<u>Minimum Building Setbacks</u>		
	<u>Front</u>	<u>Rear</u>	<u>Side</u>
<u>SFDU – Detached, Duplexes (Living Unit)</u>	<u>15'*</u>	<u>15'</u>	<u>5'</u>
<u>SFDU – Attached, Townhome, Cottage Housing, Multiplex/Apartments^</u>	<u>12'**,+</u>	<u>15'</u>	<u>5'</u>
<u>*Permitted when/if attached garage is setback at least 20', or accessed via rear alley or shared private driveway; no encroachment of a utility easement permitted</u>			
<u>**Permitted with shared driveway is used and parking is located in middle or rear of development</u>			
<u>+ When building is accessed directly from public streets, standards of SFDUs-Detached shall apply</u>			
<u>^Multiplex/Apartments or mixed-use buildings permitted without a minimum setback if abutting a sidewalk is 8' or wider and has garage or parking located on the back or side of the site. A 5' landscaping buffer setback is required when the abutting sidewalk width is less than 8'</u>			

(b) Front yard setback for single-family detached dwellings and duplexes shall be as follows:

(i) The living unit of a home may be set back from the back of the sidewalk or property line whichever is closer to the building a minimum of 15 feet if the attached garage is setback at least 20 feet from the back of the sidewalk, or if the garages are accessed from alleyways or private shared driveway.

(ii) A setback of 15 ft from the back of the sidewalk is allowed when parking and garages are located on the rear side.

(c) Front yard setback for single family attached dwelling units and multiplexes shall be as follows:

(i) A setback 12 ft from the back of the sidewalk or property line whichever is closer to the building is allowed when shared driveway is used, and parking area is located in the middle, side of rear side of the development. Building structure shall not encroach upon any utility easements required by the City.

(ii) When buildings are accessed directly from a public street without a shared driveway, standards #2 of this Section 25.97.055(3) shall apply.

(iii) Multiplex/apartments buildings, or townhomes as part of a mixed-use building are allowed without any setback when they abut an 8 ft or wider sidewalk (including street tree planting boxes), and the building has garage parking or parking is located on the side or back of the building.

(iv) For sidewalks less than 8 ft wide, multiplex buildings shall add a minimum of 5 ft of landscaping in between the sidewalk and building or expand the sidewalk for an additional 5 ft to be maintained by the property owner, or the homeowners' association. Additional setback may be required to accommodate easements, street or sidewalk improvements, or public plazas.

(v) Side yard setback shall be 5 ft for all housing types.

(vi) No side yard setback is required for attached dwelling units in zero lot lines; corners of zero lot lines shall have 5 ft setback.

(vii) Rear yard setback shall be 15 feet for all housing types.

(viii) Rear yard setback for single family attached dwelling units and multiplexes shall be 15 feet minimum.

(ix) Lots with alleyways or private driveways and garages accessed from alley shall have 5 ft rear yard setback for the garage portion from alley. Additional setback may be required if needed for vehicle turning radius into garage. Rear yard setback for the living portion shall be according to standards identified in this section.

(5) Design Considerations

(a) All residential site and building design standards in the PMC 25.175, such as treatment of the corner lots, entrance, orientation, open space, landscaping, signage, lighting, building height, bulk and scale shall apply.

(b) Residential developments should orient to surrounding uses, including residential and non-residential areas, in a way that encourages compatible development patterns, character, and appearances.

(c) Where appropriate, incorporate and enhance significant natural features as site amenities and/or design elements.

(d) Address the critical issues of site layout that influence a compatible and integrated neighborhood character, including, but not limited to, vehicular access, pedestrian connectivity, building orientations, and common spaces.

(e) Limit street connections for individual residential homes off major roadways, including highways, principal arterials, and other designated mobility corridors, to mitigate development impacts on the roadway system.

(f) Site entryways, primary circulation patterns, and connections to adjacent uses should appear and function like complete streets with sidewalks and pedestrian amenities rather than oriented to accommodate only vehicles.

(g) Strategically locate common and open spaces and site amenities to encourage and support pedestrian activities.

25.97.060 Mixed Residential and Commercial.

The purpose of Mixed Residential and Commercial land use is to encourage mixed-use developments for efficient use of land and public services, increase economic return, reduce transportation costs, encourage human interaction, create place-

making with day and evening activities, create a more sustainable development pattern, and increase development opportunities.

Mixed use for the Broadmoor area is to accommodate uses that are compatible, supportive, and complement each other. Various land uses in the Mixed Residential and Commercial land use designation should be placed in close proximity. To that effect, mixed use can be horizontal in a block setting, or vertical in a building setting

(1) Density and mix of uses.

(a) Density maximums of the Comprehensive Plan shall not apply to the Mixed Residential and Commercial Use within the Broadmoor Overlay District.

(b) At least 20% of the combined gross floor area of the buildings proposed within each of the four Mixed Residential and Commercial land use planning areas (M-1, M-2, M-3, M-4) shall be devoted to residential uses, and at least 20% to a non-residential use. The 80% / 20% thresholds for residential, commercial, and non-residential uses shall be applied based on the following criteria:

(i) Use within a specific mixed-use area (M1, M2, M3 or M4).

(ii) Use is located within and/or overlapping a mixed-use area and/or different land use.

(iii) Uses are within ¼ mile proximity of each other.

(c) Parking garages or portions of garages devoted to non-residential uses may be counted towards this requirement, however surface parking shall not.

(d) Maximum of one single use can be 80% of the total development and/or the floor area, whichever applies.

(e) The Director of Community and Economic Development may approve ratios and/or density lower than the minimum up to 10% if the project meets the overall intent of the Mixed Residential and Commercial land use.

(f) Public uses shall be based on design general standards.

(2) Residential Mix.

(a) For vertical mixed-use projects, minimum 20% of the building area for vertical mixed use, or 20% of the total building project wide shall be residential.

(b) Density minimum 21 dwelling units per acre for the residential portion of the site shall be required.

(3) Commercial/Non-Residential Mix.

(a) Minimum 20% of the building area for vertical mixed use, or 20% of the total building/floor area on the site shall be commercial or a non-residential use.

(4) Lot Standards.

(a) Lot standards are flexible and shall be according to the mixed-use block standards in 25.97.045.

(b) Residential portions of developments for horizontal mixed-use shall be in conformance to the lot standards as required in 25.97.055(2), and PMC 25.22 standards for R-2, R-3 and R-4 zoning districts.

(5) Height.

(a) Mixed use with ground floor retail shall have a maximum height of 90 feet including upper-level step backs.

(b) Residential building shall maintain maximum building height according to PMC 25.22 unless mentioned in this Section.

(c) Maximum building height for multiplex/multifamily adjacent to commercial areas in a horizontal mixed-use shall be 90 feet including upper-level step backs.

(6) Active Ground and Building Design.

(a) For vertical mixed use, and commercial portion of horizontal mixed use, ground levels shall be designed to promote easy pedestrian access. Human scale design shall include:

(i) Linkages between sidewalks and building access.

(ii) Store frontage with at least 50% of transparent façade on the street side and/or pedestrian access side.

(iii) Building form and scales that relate to pedestrians, such as wider sidewalk at the ground level, awning, canopies, pergolas, etc.

(b) For vertical mixed use, and commercial portion of horizontal mixed use, buildings should be designed with architectural features such as:

(i) Projecting or recessed elements, varying roofline, or upper-level step back.

(ii) Modulation and articulation. Vertical articulation of buildings shall be at least at every 50 feet.

(c) At least 30% of the floor area of the ground floor or a portion of a mixed-use development must be dedicated to commercial uses that are accessible to pedestrians, when located on streets other than principal arterials. These standards shall be applicable for street frontages on arterial streets when they are the main street frontages.

(i) Parking garages can be included in this count as long when they do not consist of more than 25% of the site or street frontage. These standards shall be applicable for street frontages including arterial and collector street frontages when they are the main street frontages.

(d) Commercial building frontages shall have at least 50% of transparent façade on the street side. Blank facades shall not face public streets. In case when such facades are unavoidable, blank facades shall be treated with trellises, modulation of the façade, display windows, artwork, lighting, and enhanced landscaping treatment.

(e) Service areas such as utilities, dumpsters, loading docks, etc. shall be located in the less visible side of the site to avoid negative visual impacts on the street environments. They shall not face a major public street. In cases where there are no other options, backside facing public streets must be screened from public view with landscaping, and/or fencing that are consistent with the overall building design.

(f) Roof-mounted mechanical equipment must be located and screened so the equipment is not visible from the ground level of adjacent streets or properties. Color of roof-mounted equipment should be matched with the exposed color of the roof to minimize visual impacts whenever possible.

(g) Standards 25.97.085 Public Street Environment and Public Realm shall apply to activate buildings' ground level with the street environment.

(7) Access and driveways.

(a) Standard driveway width for individual dwelling units (attached) for residential uses: 15 feet minimum; 20 feet maximum.

(b) Shared driveway width for all attached dwelling units shall be 26 feet minimum, 30 feet maximum. This doesn't apply to multiplexes and/or vertical mixed-use buildings.

(c) Additional access and driveway standards from 25.97.055(3) shall apply for residential uses in a horizontal mixed-use setting.

(d) For vehicular and pedestrian accesses, refer to Circulation and Connectivity Standards in 25.97.046.

(e) Each mixed-use building must have clearly visible front entrance accessible by pedestrians from the street. Residential entries should be designed to provide separation between front doors and the street environment.

(f) Street crossings/crosswalks for pedestrian shall be designed to enhance visibility and safety; they shall use clear demarcation, painted pavement surface, raised sidewalk at the crossing, or similar treatment.

(8) Compatibility.

(a) Land uses in mixed-use sites shall be selected and designed to encourage interaction among uses. Examples include but are not limited to commercial developments that are significantly used for shopping by on-site or adjacent residents or office workers.

(b) All buildings and improvements on the site shall be located and designed to look and function as an integrated development and to encourage pedestrian travel between buildings and uses.

(c) Multiple uses can be designed to be compatible with each other visually and functionally through massing, building material, façade treatment, and orientation.

(9) Setbacks.

(a) Residential buildings in horizontal mixed-use developments shall comply with the setback standards in Section 25.97.055(4) and 25.97.060(10), whichever is applicable.

(b) Commercial and vertical mixed-use buildings:

(i) No setback is required for buildings. However, buildings shall not encroach on utility easements.

(ii) Setbacks shall be consistent to make a pedestrian-friendly street frontage except when buildings setbacks are used to create plazas, open space, and public amenities.

(iii) Majority of setback areas shall be dedicated to public realm for pedestrian activities such as wider sidewalk, plazas, public open spaces, outdoor seating areas, etc.

(10) Building Placement and Relationship with Streets.

(a) Parking shall be located behind the buildings and shall not be allowed between buildings and the street within community centers and corridors, except as allowed in section 25.97.090.

(b) Vertical mixed-use buildings of non-residential buildings that are part of mixed-use projects must be located close to the street. When abutting a corridor street, such buildings shall be within 10 feet of the inward from the property line, and for all other streets within Mixed-Residential and Commercial land use, buildings shall be within 20 feet of the inward from the property line, except for when buildings are set back to create plazas, open space and public amenities.

(i) This does not prevent additional buildings to be located away from the street in a multiple building setting.

(c) Corners of community centers and corridor intersections shall be treated with plazas, wider sidewalks, landscaping, artwork, and street furniture such as seating, benches, bike racks, etc.

(d) The primary access to buildings shall be visually prominent and easily accessible by pedestrians. Street frontages and intersections shall be enhanced with sidewalk, front court, plazas.

(e) Separate buildings shall be connected through pedestrian linkages delineated through landscaping, differentiated surface materials, or texture.

(f) Blank façade shall be treated with trellises, modulation of the façade, display windows, artwork, lighting, etc.

25.97.065 Commercial.

The intent of this land use is to allow various commercial uses to serve the area such as retail, wholesale, service, and ancillary office uses, as well as appropriate

public uses such as government that meet the vision for the Broadmoor area to become a vibrant pedestrian-friendly community with quality design.

(1) Development standards.

(a) Development standards such as density, intensity, setback, height, parking, etc. shall be according to the City's zoning codes for commercial uses. Additional standards are described below that will take precedence in the case of a conflict with the City's zoning codes for commercial uses.

(2) Building Placement and Relationship with Streets.

(a) Buildings shall be located close to the street to enhance streetscape character.

(i) Parking shall not be allowed between buildings and the street.

(ii) In cases when parking abuts the street, standards from Section 25.97.090(2) shall apply.

(b) Commercial buildings abutting Mixed Residential and Commercial land use, and/or located within the community centers and corridors shall be within 10 feet of the inward from the property line except for when buildings are set back to create plazas, open space and public amenities.

(c) Parking shall not be allowed between buildings and the street within community centers and corridors. Corners of such community centers and corridors shall be treated with plazas, wider sidewalks, landscaping, artwork, and street furniture such as seating, benches, bike racks, etc.

(d) Both pedestrian and vehicular access to the site shall be clearly visible and safe.

(e) Buildings should be oriented to face public streets, open space, or plazas.

(f) Blank facades should not face public streets. In case when such facades are unavoidable, blank facades shall be treated according to the standards in Section 25.97.065(3) Building Design.

(g) Buildings are encouraged to be oriented to reduce exposure to strongest summer sunlight and glare from reflecting surfaces.

(h) Service areas shall be located away from public streets.

(3) Building Design.

(a) Building designs should appropriately address building scale, mass, and form, and the use of materials, architectural elements, and details to ensure a compatible and aesthetic built environment.

(b) Entrance to the building must be prominent with entry doors, porches, protruded or recessed entrances and shall be easily accessible from the adjacent public street and parking lots.

(c) Primary pedestrian entrances must face public streets, open spaces, or plazas, whichever is available.

(d) The street facing facade shall be designed to break down the bulk and mass into pedestrian scale by using the at least two of the modulation and articulation techniques as follows:

(i) Change in the roof or wall plane. For wall plane (façade modulation), use recesses and/or projections.

(ii) Projected or recessed elements, canopies, cornices, etc.

(iii) Upper-level step back when feasible.

(e) Blank façades shall be treated with trellises, modulation of the façade, display windows, artwork, lighting, etc.

(f) For commercial buildings, façade facing public streets or public open spaces, or plaza shall have at least 25% of the façade area composed of clear vision glass unless a specific alternative design provides a better façade treatment and is approved by the Director of Community and Economic Development.

(g) For ground floor retail, at least 40% of the ground floor façade shall be oriented towards, or face public streets or public open spaces or plazas, unless a specific treatment and is approved by the Director of Community and Economic Development.

(h) Service areas such as utilities, dumpsters, loading docks, etc. shall be located in the less visible side of the site to avoid negative visual impacts on the street environment. They shall not face a major public street. In cases where there are no other options, backside facing public streets must be screened from public view with landscaping and/or fencing consistent with the overall building design.

(i) Roof-mounted mechanical equipment must be located and screened so the equipment is not visible from the ground level of adjacent streets or properties. Color of roof-mounted equipment should be matched with the exposed color of the roof to minimize visual impacts whenever possible.

25.97.070 Open Space.

Open space land use provides various functions, such as active and passive recreation, public realm, pedestrian interaction, contrasts to the built environment, environmental protection, etc.

(1) Intent and applicability.

(a) Provide various recreational opportunities in parks and recreational areas.

(b) Protect public and/or private natural areas.

(c) Offer scenic qualities in a built environment.

(d) Protect sensitive or fragile environmental areas and functions of the environment.

(e) Preserve the capacity and water quality of the stormwater drainage system.

(f) Provide pedestrian and bicycle transportation connections.

(g) Open space requirements are applicable to all developments within the Broadmoor Master Plan area. Open spaces are intended to be included within other land uses even if the land use designation is not Open Space. This includes plazas, trails, courtyards etc.

(2) Standards.

(a) Standards for various types of open spaces shall be in compliance with zoning, streetscape, critical areas, and shoreline regulations and parks and recreation standards as applicable. However, certain open spaces identified in this section may retain the underlying zoning and land use designation of the primary use, such as private plazas, courtyards etc.

(b) Open spaces shall be connected with bike and trail facilities. Some open spaces such as plazas can be extensions of the street environment as well as connected with the trail system.

(c) Developments shall provide open space in the form of parks, plazas, courtyards, bike and trail connections and natural and landscaped open space. Lands for public parks and open space shall be required in accordance with the City's Parks, Recreation and Open Space Plan's LOS requirements.

(d) Additional design considerations for Open Space:

	<u>Natural Open Spaces</u>	<u>Parks</u>	<u>Plazas</u>	<u>Trails/Greenways</u>
<u>Open space types</u>	<u>An open space intended for preservation in its natural condition; this also includes environmentally critical areas; unstructured and limited number of structures can be allowed.</u>	<u>Parks are a combination of active and passive recreational uses, such as sports (active), fishing (passive) as indicated in the City's PROS Plan. Parks can be public and/or private.</u>	<u>An open space available for civic purposes and commercial activities. Building frontages should define these spaces. Plazas are primarily hardscape combined with landscaping.</u>	<u>Trails are for pedestrian and bicycle users; they may be placed within developments and natural areas. This includes trails indicated in the PROS Plan, as well as private trails.</u>
<u>Frontage/ Access</u>	<u>Access can be restricted to protect the sensitive nature of the environment; public streets and pedestrian trails shall provide access according to existing codes.</u>	<u>At least two street frontages are required.</u>	<u>At least one street frontage is required.</u>	<u>Connectivity points with street sidewalks, and public access points required.</u>
<u>Size</u>	<u>Varies.</u>	<u>According to the PROS Plan standards.</u>	<u>Width: 10 feet minimum. Length: 20 feet minimum.</u>	<u>Width: 5 feet minimum.</u>
<u>Facilities to consider</u>	<u>Signage, trails, benches, drinking fountains, restrooms.</u>	<u>Signage, trails, benches, sports facilities, drinking fountains, restrooms; additional facilities according to the PROS Plan.</u>	<u>Seating arrangements, water features, drinking fountains, bike racks.</u>	<u>Signage, benches, drinking fountains.</u>

(3) Residential Open Space Standards.

(a) Open spaces within residential development should provide private open space or courtyard for residents. Open spaces should be consolidated

whenever possible, in accordance with the City's open space and landscaping standards (PMC 25.175.080).

(b) Residential open space shall be no less than 25 feet wide, and not less than 800 square feet in area. Developments of more than 10 units shall add 50 square feet for each additional unit.

25.97.080 Community Center and Corridor Standards.

Community center and corridor standards shall apply to the center and street corridor locations in addition to all other standards in the underlying land use and zoning districts. Community center standards shall apply to abutting properties at the intersections and within 200 feet of the intersections indicated below. Street corridor standards shall apply mostly to mixed-use and abutting street corridors indicated below:

- Gateway center at Broadmoor Boulevard and Sandifur Parkway intersection
- Mixed-use center at Road 100 and Sandifur Parkway intersection
- Waterfront neighborhood center at the future north-south roadway and Sandifur Parkway intersection

(1) Gateway Center Design Standards.

Within the Broadmoor area, lots at the intersection of Broadmoor Boulevard and Sandifur Parkway shall be treated with the following:

- (a) Landscaping.
- (b) Gateway signage at the intersection.
- (c) Buildings located close to the intersection.

(2) Mixed-Use Center Design Standards.

This will provide a central location for various pedestrian-oriented uses and activities such as restaurants, shopping, transit access, housing, etc.

- (a) Buildings shall be located close to the intersection.
- (b) Buildings shall face the corner and be accessed by pedestrians from the sidewalk.
- (c) Building designs shall appropriately address building scale, mass, and form, and the use of materials, architectural elements, and details to ensure a compatible and aesthetic contribution to the built environment.

(d) Parking lots shall not be allowed at the corner. Locate parking toward the interior of the site and integrate parking areas to establish an attractive built environment that provides accessibility to public spaces and buildings.

(e) Sidewalks shall be minimum 10 feet wide.

(f) Public spaces, plazas, and/or outdoor seating are required at each intersection.

(g) Ground floor retail should have transparent façade to provide visibility.

(h) Landscaping with shade trees shall be provided.

(i) All other Mixed Residential and Commercial land use standards shall apply.

(3) Waterfront Neighborhood Design Standards.

This will provide a central location for various pedestrian-oriented uses and activities as well as access to the trails and shoreline-based recreation.

(a) All standards for Mixed-use Center and Mixed Residential and Commercial land use shall apply.

(b) Developments should connect to the trail system to provide access to the shoreline according to the City's Linkage Plan and shoreline access as indicated in the Shoreline Master Program.

(c) Developments should consider and provide visual access to the shoreline when possible.

(d) Developments should maintain environmental protection.

(4) Street Corridor Design Standards.

Street corridors will promote walkability and create an outdoor environment for various pedestrian-oriented uses and activities such as restaurants, shopping, transit access, housing, etc.

(a) All standards in Section PMC 25.97.060(10) and 25.97.065(2) shall apply.

(b) Parking standards for corridors in PMC 25.97.090 shall apply.

(c) Street Environment and Public Realm standards in Section 25.97.085 shall apply.

25.97.085 Public Street Environment and Public Realm.

The intent of street standards is to create an outdoor environment reflecting the character of each land use. Streets within Mixed Residential and Commercial land use shall be pedestrian oriented to allow active outdoor pedestrian ambience. For mixed-use areas, street sidewalks should provide public realm with walking, shopping, seating, and various interactions. Streets should provide connectivity, accessibility, window shopping, and various recreational opportunities. For residential streets, access and circulation for both pedestrian and vehicular traffic shall be incorporated into design.

(1) Street Environment Standards.

(a) Sidewalks in the Mixed Residential and Commercial and commercial land use shall be wide in accordance with the Broadmoor Master Plan. Businesses fronting such sidewalks shall be allowed to provide outdoor seating and activities when such activities maintain a clear width according to ADA standards.

(b) Streetscape shall comply with Landscaping Standards of 25.97.095.

(c) Mixed-use streets shall include street furnishing such as outdoor seating, benches, bike racks, artworks, planter boxes etc. Front side of mixed-use buildings shall include plazas, outdoor seating areas, and/or landscaping.

(d) Building design, facades treatment and architectural details shall create visual interest at the street level.

(e) Developments standards under Sections 25.97.060(10) and 25.97.065(2) shall apply for an effective street environment.

(f) The Pasco Transportation System Master Plan (TSMP) provides lists of specific street types and design standards based on traffic demand, and the character of the land use they will serve. Street and sidewalk standards shall maintain the standards illustrated in the Broadmoor Master Plan.

(2) Courtyards and Plazas.

(a) Private and semi-private outdoor spaces shall be incorporated in mixed-use developments. Private outdoor courtyard areas are for residents

only. Semi-private plaza areas for visitors shall also be provided in areas adjacent to the retail/commercial uses.

(b) Plazas can be located at major street intersections and connected with sidewalks and pedestrian trails.

(c) Buildings shall be oriented towards plaza areas to create an active street environment.

(3) Mid-block Connections.

(a) Mid-block connections shall be allowed through the site and through the buildings to enhance pedestrian connections through the neighborhoods.

(b) They shall be used when block length exceeds the required standards.

(c) Access to mid-block pathways should be clearly visible and should be designed to invite pedestrians. They shall be connected with sidewalks.

(d) Mid-block connections shall be well-lit for safety.

(e) They should connect with sidewalks and other street level uses such as outdoor seating and dining, art-work, water features etc.

(4) Alleys.

(a) Alleys are to be used for service access, such as garages for residential uses, and loading services for commercial uses.

(b) Alleys are encouraged in all land uses.

(5) Service and Internal Connections.

(a) Standards for private streets and lanes:

(i) Private street improvements for streets providing access to uses that are not single-family residential shall meet the standards for local access roads, at a minimum, with the exception being that sidewalk must be present on at least one side and on street parking must be present on one side. This will result in a roadway section, with curb and gutter, that measures 32 feet back-to-back of curb. Street lighting will be provided per the type chosen at the developer's discretion unless otherwise specified by the City.

(ii) Private street improvements for streets providing access to single-family residential uses shall be designed to meet International Fire Code requirements for fire apparatus, including pavement markings and signage for "No Parking – Fire Lane." Sidewalks are not required when pedestrian paths are provided with a design accommodating pedestrian circulation that is separated from vehicle traffic movements. Street lighting will be provided per the type chosen at the developer's discretion unless otherwise specified by the City.

(iii) Private streets must not interfere with vehicle, public transportation, or non-motorized access to public areas, and may not preclude the connection of the transportation system.

(iv) Stormwater facilities must be designed to treat and retain all stormwater on site without any runoff entering City right-of-way.

(v) Every private street shall be named, and names shall be clearly posted in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) standards.

(b) Alleys shall have a minimum width of 20 feet.

(6) Multi-use Trails.

(a) Trails in the Broadmoor areas can be multi-use/ shared use in conjunction with existing sidewalks, or standalone pathways. These will provide walking and biking opportunities. Depending on their location, they can serve both recreational and transportation needs.

25.97.090 Parking.

(1) Standards for Residential Developments.

(a) Locate parking toward the interior of the site, or backside of the buildings; integrate parking areas to establish an attractive built environment that provides accessibility to public spaces and buildings.

(b) Two on-site parking stalls per dwelling unit is required in general except for when they are specifically mentioned in PMC 25.97.090(4).

(c) For multi-unit apartments containing studio units, a reduction in parking for studio units can be considered at one parking per each studio apartment.

(d) An average of 25% reduction in minimum parking is allowed for all dwelling units in a multiplex within ¼ mile of transit.

(e) For multiplexes/ apartments, primary parking, open or covered, and garages must be located at the rear or side of the lot or must be located in areas that are less visible or less prominent from the street. On the primary street frontage, no more than 10% of the total parking stalls, or 35% of the street frontage, whichever is less in length can be used for parking.

(f) For multiplexes/ apartments, parking located near the street must be screened with a minimum of 15 ft landscaping buffer between the sidewalk and parking. Landscaping buffer shall include trees and shrubs. See Residential Site Landscaping for additional details.

(g) For multiplexes/ apartments, parking must be visible and adequately lit from open areas, pedestrian walkways, and dwelling units in order to ensure safety.

(h) Large parking lots in apartment or multi-unit developments with more than 660 linear feet of parking shall be broken into a few smaller parking lots.

(2) Standards for Mixed-Use and Non-Residential Developments.

(a) Parking in the Mixed Residential and Commercial land use shall be according to the requirements in PMC 25.97.090(4).

(b) Residential and commercial parking shall be physically separated or clearly designated.

(c) Vehicular access and driveways shall be located to minimize impact on pedestrian/bike routes and optimize regional traffic flow.

(d) Parking lots shall not occupy the corner directly facing a street intersection.

(i) On local, neighborhood collector and collector streets in Mixed Residential and Commercial land use, and within community centers and corridors, parking shall not be located between the street and the primary building. The City may allow an individual building or development to have surface parking on no more than 50% of the street frontage in Commercial land use, and no more than 30% on the centers and corridor streets according to the Street Connectivity Standards. Parking garages can be included in the count as buildings when they do not consist of more than 25% of the site or street

frontage. These standards shall also be applicable for arterial and collector street frontages when they are the main street frontages.

(A) In cases when parking abuts the street, at least 15 feet buffer between the street and the parking lot shall be used. Such buffer shall include sidewalks, plazas, landscaping etc. Corners of the parking lots facing a public intersection shall also be treated with a minimum of 75' square-feet of public amenities, green space, landscaping, benches, etc.

(B) Single buildings containing single use or business that exceed 100,000 square feet (first floor only), and/or when the site faces three or more public street frontages may apply for an exemption to standards in PMC 25.97.090(2) in Commercial land use. In such cases following standards shall apply:

1. Street frontage may be counted as an aggregate of all public street frontages instead of each public street for surface parking, and 50% of the aggregated public street frontages can front surface parking.

2. The site shall include additional landscaping and public space treatment along the frontages, with a minimum of a 20' buffer and 200 square feet of public/pedestrian amenities at intersection corners. Additionally, the landscaping buffer shall include street trees at every 100 ft.

3. Parking lot shall include clearly designated and enhanced walkways at every 120 ft; such walkways shall be treated with separate pavement material, landscaping and/or pedestrian striping.

4. Safe pedestrian walkways shall be provided from the parking lot to the building and public sidewalks.

5. Parking lot standards of PMC 25.97.095 shall apply.

(ii) Portions of site frontages that are devoted to off-street parking or access shall include design features such as landscaping screening to maintain visual continuity of the street and sidewalk to the fullest extent possible.

(iii) Parking lots shall include bicycle racks near the sidewalk or close to the building.

(iv) On-street parking or off-street public parking lots may be used in combination with dedicated off-street parking to accommodate parking demand from individual developments.

(v) Parking lots among abutting parcels/businesses shall be connected.

(vi) Parking lot standards of PMC 25.97.095 shall apply.

(vii) Parking lots shall have pedestrian connectivity e.g., walkways, mid-block connections etc. at every 250 ft.

(viii) Coordinate with public transportation provider for conformance with planned transit systems to the transportation network and plan for the integration of appropriate transit facilities and infrastructure.

(ix) Parking lots near transit centers shall include shared parking between businesses and transit riders. In such cases, staggering time of the share parking lots shall be considered.

(3) Parking Reductions.

(a) The number of parking stalls required can be lowered by 15% for parking areas greater than 16,000 square feet.

(b) If adjoining developments can be developed and designed efficiently and economically as one facility, the total combined required parking stalls may be reduced by 10%.

(c) The required number of parking stalls can also be reduced by 20% if the developer includes access to bus stop on a transit route, or shared parking spaces with adjacent developments.

(d) For structured parking, up to 20% reduction in required parking shall be allowed.

(e) Parking lots larger than the minimum required in the code should have a 10% increase in the total landscaping area, number of trees, shading, and pedestrian walkways in addition to other design standard requirements.

(4) Parking Requirements.

<u>Use Category</u>	<u>Minimum</u>	<u>Maximum</u>
<u>RESIDENTIAL USES</u>		
<u>Single-family detached</u>	<u>1</u>	<u>2</u>
<u>Accessory dwelling units</u>	<u>0.5</u>	<u>1</u>
<u>Single-family attached</u>		
<u>Townhomes/ row houses</u>	<u>1</u>	<u>2</u>
<u>Duplex, triplex, fourplex</u>	<u>1 per du</u>	<u>2 per du</u>
<u>Apartments/ Multifamily dwellings/ Condominiums</u>	<u>0.75 per du</u>	<u>1.5 per du</u>
<u>Manufactured homes/ factory-assembled homes</u>	<u>According to the type of developments, single-family or multiplex</u>	
<u>Nursing homes and assisted living facilities</u>	<u>0.25 per bed</u>	<u>0.5 per bed</u>
<u>Adult family home (6 or fewer)</u>	<u>Same as single-family requirements</u>	
<u>Family home day care facility</u>	<u>Same as single-family requirements</u>	
<u>COMMERCIAL, OFFICE, EDUCATIONAL, AND GOVERNMENT USES</u> (per 1,000 square feet of gross floor area unless otherwise specified)		
<u>Churches, places of worship, clubs, fraternal societies</u>	<u>1 per 100 square feet main assembly area</u>	<u>1 per 60 square feet of main assembly area</u>
<u>Commercial lodging (hotel, motel, bed and breakfast, short-term vacation rentals)</u>	<u>0.5 per room</u>	<u>1 per room</u>
<u>EDUCATIONAL USES</u>		
<u>Elementary schools</u>	<u>1 per classroom and 1 per employee</u>	<u>1.5 per classroom</u>
<u>Middle schools</u>	<u>1 per classroom</u>	<u>2 per classroom</u>
<u>High school</u>	<u>7 per classroom</u>	<u>10.5 per classroom</u>
<u>Universities, colleges, business, professional, technical and trade schools</u>	<u>0.3 per full-time student and 0.8 per employee</u>	<u>0.5 per FTE student and 0.8 per employee</u>
<u>Gyms or fitness centers</u>	<u>3</u>	<u>5</u>
<u>Museums and art galleries</u>	<u>2.5</u>	<u>4</u>
<u>Offices: administrative, professional, government</u>	<u>2</u>	<u>4</u>
<u>Medical and dental offices</u>	<u>Same as retail and services</u>	
<u>Libraries</u>	<u>Same as offices</u>	
<u>Community event centers</u>	<u>Based on site planning standards</u>	
<u>Portable food vendors/food trucks</u>	<u>None required</u>	<u>None required</u>
<u>Restaurants/bars/ breweries, wineries, and distilleries</u>	<u>0.5 per 3 seats</u>	<u>1.0 per 3 seats</u>
<u>Retail sales and services</u>	<u>3</u>	<u>5</u>
<u>Car dealership (showroom sale only)</u>	<u>Same as retail and services</u>	

<u>Use Category</u>	<u>Minimum</u>	<u>Maximum</u>
Car wash, repair	Same as retail and services	
Filling stations ((gasoline and/or electric)	Same as retail and services	
Veterinarian clinics for household pets (no boarding or outdoor treatment facilities)	Same as retail and services	
<u>RECREATIONAL AND ENTERTAINMENT USES</u> (per 1,000 square feet of gross floor area unless otherwise specified)		
Public and private parks and trails	To be determined during land use approval process	
Event entertainment (indoor or outdoor)	1 per 8 seats	1 per 5 seats
Theaters	1 per 4 seats	1 per 2.7 seats
<u>Institutional Uses</u>		
Hospitals	1 per bed	1.5 per bed
Police and fire stations	2	4

25.97.093 Signage and lighting.

(1) Developments shall consolidate business signage, one on each public street. This does not include wall-mounted signage in front of the businesses. Pole signs are discouraged. If used, pole signs shall be aesthetically pleasing with creative design, use of masonry, or similar material, and integrating landscaping.

(2) Projects shall include pedestrian-scale wayfinding signs to be placed in clearly visible areas. Such signage can be placed on sidewalks, open spaces, and/or plazas when it does not block the sidewalk and vehicular visibility.

(3) All light related to signage shall be in compliance with the PMC 12.32, Outdoor Lighting.

(4) Signage in the community centers should be designed to reflect the centers' characteristics and uses.

(5) Material used for signage shall be durable in nature and consistent with the design of the project.

(6) The following signs shall be prohibited:

(a) Signs with flashing/strobing light.

(b) Billboard signs.

(c) Signs, which by coloring, shape, wording, or location resemble or conflict with traffic control signs or devices.

(d) Signs that create a safety hazard.

(e) Parking lot and private street lighting shall meet industry and City illumination standards.

25.97.095 Landscaping

(1) General Standards.

(a) Developments shall conform with the landscaping standards of PMC 25.180, especially PMC 25.180.060 for streets in the Broadmoor area, and PMC 25.180.070, Parking Lot Landscaping.

(b) Landscaping should maintain the selection of plants listed from the Washington Native Plant List for Franklin County (wnps.org). Xeriscape methods for drought-tolerant landscaping should be used. Plant material shall be a mixture of drought-tolerant deciduous and evergreen trees. Drought-tolerant plant materials may contribute up to 50% of the required landscaping ground cover and street trees.

(c) Preservation of mature trees should be considered during any development.

(d) Replacement of existing trees shall be 1:1.5 ratio.

(2) Street Frontage.

(a) Street trees shall be planted along public streets as shown in Section 25.97.085, Street Environment and Public Realm.

(b) Developments must include street trees aligned in clusters of varied spacing or equal spacing depending on the street and neighborhood character.

(c) Where street trees are planted with equal spacing, spacing shall be 30 feet maximum from each center.

(d) Street tree minimum size at installation should be 1.5-inch caliper.

(e) Street tree locations must be coordinated with the street lighting and utility plans to minimize interference.

(f) All landscaping elements, plant materials, and street trees shall be planted or installed by the developer and maintained by the property owners or business owners. A maintenance agreement among adjoining property owners shall be required; the agreement shall run with the land.

(3) Landscaping for Parking Lots and Buffers.

(a) The parking lots must be landscaped with large canopy type trees as listed in the recommended tree listing or as approved by the City, that provide shade without obstructing visual access to businesses. Trees should be allowed to mature and be maintained a minimum height of 30 feet. At least 40% of the entire parking lot must be shaded by these trees within 12 years of planting.

(b) Large parking lots shall be broken into smaller ones with landscaping and pedestrian connections. A landscaped area shall be within 75 feet of any parking stall.

(c) Safe pedestrian walkways shall be provided from the parking lot to the building and public sidewalks.

(d) Parking lots between the building and an arterial street shall have a minimum buffer of 15 feet between the parking lot and the property line. Single buildings in Commercial land use exceeding 100,000 square feet (first floor only) that apply for an exemption according to PMC 25.97.090(2) shall include additional landscaping and buffer according to PMC 25.97.090(2)(d).

(e) Parking lots adjacent to local access streets and alleys shall have a minimum buffer of 5 feet between the parking lot and the property line.

(f) All developments shall provide interior parking landscape areas at the following rates:

(i) If parking lots have 10 to 30 parking stalls, then 20 square feet of interior parking landscape per parking stall shall be provided.

(ii) If parking lots have 31 to 50 parking stalls, then 25 square feet of interior parking landscape per parking stall shall be provided.

(iii) If parking lots have 51 or more parking stalls, then 30 square feet of interior parking landscape per parking stall shall be provided.

(g) Interior parking lot landscape areas distributed as planting islands or strips shall have an area of at least 100 square feet and a narrow dimension of no less than 5 feet in any direction.

(h) Priority for location of interior parking lot landscaping shall be:

(i) First, at the interior ends of each parking bay in a multiple lane parking area. This area shall be at least 5 feet wide and shall extend the length of the adjacent parking stall. This area shall contain at least one tree.

(ii) Second, with the remaining required square footage of landscape area being equally distributed throughout the interior of the parking lot either as islands between stalls or landscape strips between the two rows of a parking bay or along the perimeter of the parking lot. Interior landscape islands shall be at least 5 feet wide and shall extend the length of the adjacent parking stalls. Landscape strips must be a minimum 5 feet wide.

25.97.100 Environmental Protection.

Any developments in the environmentally sensitive areas shall be avoided unless they are mitigated according to local, state, and federal regulations.

(1) Developments shall comply with the City's Critical Areas Ordinance and Shoreline Master Program regulations as applicable. Mitigation of existing PHS areas has been coordinated with WDFW. This mitigation plan in the Broadmoor Area EIS shall be followed for environmental protection.

(2) Install and use stormwater best management practices (BMPs) to include control structures (i.e., silt fencing, etc.) per Stormwater Management Manual for Eastern Washington, to prevent the likelihood of construction and stormwater runoff degrading surface waters and adjacent wetlands/riparian habitats. Control structures shall be properly maintained and inspected on a regular basis to ensure the integrity of BMPs.

(3) Monitor the adverse impact and the compensation projects and take appropriate corrective measures on a periodic basis as required.

25.97.110 Permit Review.

Development permit process shall undergo a site plan permit and review process for all non-residential developments in Commercial and Open Space land uses, and residential developments of multi-unit developments in Medium Density Residential land uses.

Residential development such as subdivision applications within Medium Density Residential land use shall comply with Pasco's subdivision regulations (PMC Title 21) and related application processes.

Developments in the Mixed Residential and Commercial land use shall follow requirements in Section 25.97.110

(1) Site Plan Review Process.

The following information must be submitted as deemed applicable by the Community and Economic Development Department:

(a) Site description.

(i) Physical characteristics of the site such as slope, vegetation etc.

(ii) Infrastructure facilities and capacity, including water, sewer, roads.

(b) Existing Site Conditions Map. The existing site conditions map must include the following information on site and within 150 feet of the proposed master plan boundary (as applicable):

(i) The applicant's entire property and the surrounding property. The property boundaries, dimensions and gross area must be identified. Existing aerial photos may be used;

(ii) Ownership of master plan area and ownership of all property within 150 feet of the proposed master plan;

(iii) Topographic contour lines shown at one-foot intervals for slopes of 10 percent or less. For slopes greater than 10 percent, contour lines must be shown at two-foot intervals. Slopes greater than 25 percent must be identified;

(iv) The location, names, and widths of existing public and private streets, alleys, drives, sidewalks, bike lanes, multi-use trails, transit routes and facilities, rights-of-way, and easements. Existing aerial photos may be used;

(v) The location of existing irrigation canals and ditches, pipelines, drainage ways, waterways, railroads, and any natural features such as rock outcroppings, wooded areas, and natural hazards. Existing aerial photos may be used;

(vi) The location of existing sanitary and storm sewer lines, water mains, septic facilities, culverts, and other underground and overhead utilities;

(vii) Potential natural hazard areas, including any areas identified as subject to a 100-year flood, areas subject to high water table, and areas mapped by the City, County, or State as having a potential for geologic hazards;

(viii) Resource areas, including wetlands on the City's Local Wetlands Inventory, streams, surface mines, and wildlife habitat identified by the City or any natural resource regulatory agencies as requiring protection;

(ix) Locally or federally designated historic and cultural resources on the site and the adjacent parcels;

(x) Date, north arrow, scale, names, and addresses of all persons listed as owners on the most recently recorded deed; and

(xi) Name, address, email address, and telephone number of project designer, engineer, surveyor, and/or planner, if applicable.

(c) Proposed Site Plan

(i) Description of the following:

(A) Development boundary subject to Broadmoor area master plan.

(B) Project description, types of used proposed, approximate location, and approximate timing of each proposed phase of development. The phasing plan may be tied to necessary infrastructure improvements. May also reference submitted maps or diagrams.

(C) How the proposed water, sewer, and street system will serve the size and type of development and uses planned for this area.

(D) How the location and sizing of water and sewer facilities on site will be consistent with existing and planned facilities.

(E) How water flow volumes will be provided to meet fire flow and domestic demands.

(F) The function and location of any private utility system.

(G) Description of adjacent land uses within ¼ mile distance.

(ii) Scaled maps, diagrams, and illustrations, that include the following information:

(A) Development boundary.

(B) Phasing plan with land uses.

(iii) Site plan drawing shall include the following:

(A) Property boundaries and dimensions.

(B) Adjacent property(s) land use and zoning.

(C) Names and location of all existing streets abutting the site.

(D) Building envelopes and square footage.

(E) Distance from property lines and existing structures to building envelope area.

(F) Vehicle, biking, and walking circulation system, including cross-sections, and where these facilities will connect with the existing and planned system.

(G) Transit routes and facilities within ¼ mile.

(H) Parking, loading, and service areas including loading and service areas for waste disposal.

(I) Parking lot area(s) with proposed parking stall count including the number of proposed accessible spaces. Must include proposed landscape island locations.

(J) Location and size of existing and/or proposed public sidewalks, curbs and gutters adjacent to or on the property.

(K) Pedestrian connections.

(L) North arrow and scale.

(M) Location, type and size of any easements.

(N) Location and dimensions of proposed and/or existing driveway approaches, mid-block connections, and/or any internal circulation.

(O) Other information necessary to show how the site plan meets the Broadmoor Master Plan.

(iv) Landscape plan including parking lot landscape, groundcover (soft or hard surface), tree and plant species, size at maturity.

(v) Architectural concept plan (e.g., information sufficient to describe architectural styles, building heights, and general materials.

(vi) Sign and lighting concept plan (e.g., locations, general size, style, and materials of signs).

(vii) SEPA checklist.

(2) Mixed-Use Project Review Process.

(a) Single Mixed-Use Project (vertical or horizontal).

(ii) A mixed-use project that is either vertical or horizontal and contained within a single building and single site shall be reviewed through the site plan review process indicated in Section 25.97.110(1).

(3) Multiple Building and Multiple Site Mixed-Use Development Projects.

(a) If the project is horizontally integrated on more than one site and/or in more than one building, a mixed-use master site plan is required according to Section 25.97.110(4) in addition to all the site plan requirements in Section 25.97.110(1).

(4) Mixed-Use Master Site Plan Requirements.

(a) Development of a multiple building mixed-use site or phased development of a mixed-use site shall require submittal and approval of a mixed-use master site plan, unless it is already subject to a previous mixed-use master site plan approval. Mixed-use master plans shall include the following:

(i) All submittals according to the site plan review requirements.

(ii) Mapping and written description of the mix of uses, such as residential and commercial or non-residential portions.

(iii) If applicable, description of proposed future phasing.

(iv) Written description of the proposal's consistency with transportation and other service requirements.

(v) A parking plan with written descriptions and graphics describing how residential and non-residential uses can provide sufficient and coordinated parking to avoid impacts on adjacent areas.

(b) The overall mix of land uses within a Mixed-Commercial/Residential land use area shall be reviewed to allow a minimum of 20% residential and 20% of non-residential use. Proximity to another use can be accounted for in the mix of uses according to applicable sections of 25.97.060(1).

(c) The Director of Community and Economic Development may allow flexibility in the site use or allocation of use if the project meets the intent of the Broadmoor Master Plan.

25.97.120 Plan Monitoring.

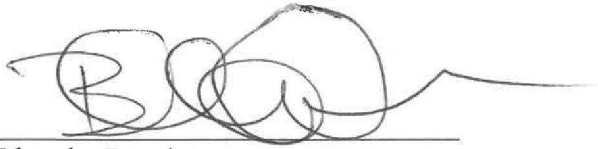
A periodic monitoring system shall be established by the City to ensure the developments implement the vision of the Broadmoor Master Plan. The City shall evaluate if the projected goals for the Broadmoor area are being met. The City may assess any implementation challenges and develop strategies such as plan amendment, budget modifications, updated review processes etc.

Section 3. Severability. If any section, subsection, sentence, clause, phrase, or word of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase, or word of this Ordinance.

Section 4. Corrections. Upon approval by the city attorney, the city clerk or the code reviser are authorized to make necessary corrections to this Ordinance, including scrivener's errors or clerical mistakes; reference to other local, state, or federal laws, rules, or regulations; or numbering or referencing of Ordinances or their sections and subsections.

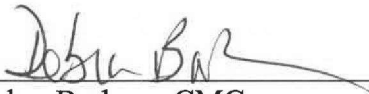
Section 5. Effective Date. This Ordinance shall take full force and effect five (5) days after approval, passage and publication as required by law.

PASSED by the City Council of the City of Pasco, Washington, on this 17th day of April, 2023.



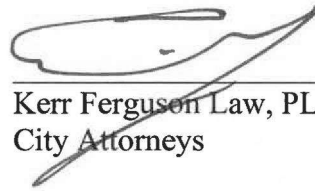
Blanche Barajas
Mayor

ATTEST:



Debra Barham, CMC
City Clerk

APPROVED AS TO FORM:



Kerr Ferguson Law, PLLC
City Attorneys

Published: _____