



DESIGN REVIEW CHECKLIST

The purpose of this sheet is to provide a simplified and expedited review of the design review principles and guidelines using objective review standards. The standards are intended as tool for the decision-maker in making findings that the proposal either achieves compliance with the intent of the principles or reasonably mitigates any conflict. When reviewing the check sheet, the proposal should as a whole “meet” the standards and thus be generally consistent with the overriding principles. [Compliance or non-compliance with any one standard is not a determinant. However, where several standards fail, they should be offset by standards that exceed other standards]

Specific Design Principles for Commercial and Mixed Uses

Exceeds	Meets	Fails	NA	
				On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All on-site parking areas along adjacent roadways shall be screened with landscaping.
				Buildings shall be used to define the streetscape unless site conditions prove prohibitive.
				Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial development next to residential areas) shall be designed to mitigate size and scale differences.
				Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance or creates a cohesive development.
				Mixed-use development that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes its impacts on adjacent lower intensity uses.
				Walls shall be broken up to avoid a blank look and to provide a sense of scale.
				Outdoor lighting shall not be directed off site.

Design Guidelines for Commercial and Mixed Uses

<i>Landscaping and Screening</i>				
Exceeds	Meets	Fails	NA	
				A landscaping/vegetation plan needs to identify the type of plants or trees to be planted within the foreground of the visual area (or street intersection). The use of vegetation native to the Pacific Northwest (or Camas) should be encouraged, with the exception of noxious weeds. Low maintenance/hardy landscaping should also be encouraged. A list of low maintenance/hardy materials is available upon request.
				Intersection should be illuminated, but not dominated by lighting. Incorporating lighting into the landscape should be encouraged to illuminate the quality of the natural environment. Low voltage, non-glare, indirect lighting should be compatible with other nearby lighting on the same street, unless other lighting is expected to be replaced in the foreseeable future. Surrounding sites should be screened from parking and building lighting.

				Parking spaces should be clustered in small groupings. Groupings should be separated by landscaping to create a pedestrian friendly, park like environment. Parking lot landscaping should be credited toward the total landscaping environment.
				Commercial development should be encouraged to include a community information kiosk. The kiosk could be used to provide community information and/or incorporate historic/heritage information relating to the specific site or surrounding area.
<i>Massing and Setbacks</i>				
Exceeds	Meets	Fails	NA	
				Since buildings define circulation routes, they should be placed as close to streets and roads as the zoning code allows before being set back to the interior or rear of the lot, unless site constraints make it impossible or characteristics of surrounding properties already developed make it incompatible.
				Commercial structures abutting residentially zoned areas should be designed to mitigate size and scale differences.
				On-site parking areas should be placed to the interior of the site whenever possible.
<i>Architecture</i>				
Exceeds	Meets	Fails	NA	
				Developments surrounded by residential areas or adjacent to residentially zoned properties should be built with a residential feel (i.e. size, scale, and materials compatible with neighboring buildings).
				Buildings over two stories should have the third story and above offset from the first two stories, if surrounding developments are less than three stories or land use designations on adjacent sites do not allow more than three story development.
				Outdoor lighting should be hooded or shielded so as not to directly light adjoining or neighboring properties.
<i>Circulation & Connections</i>				
				Pathways define traffic/pedestrian movement. Building brought up to the road help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.
				New street intersecting commercial properties should be designated to create a safe environment. "Coving" techniques and "round-a-bouts" should be considered for traffic calming when appropriate.