

5. Industrial Guidelines

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Applicability

These guidelines apply to permitted industrial development in addition to certain conditionally permitted commercial uses in the M-1 and M-2 zones as set forth in the Sumner Municipal Code. The Director shall review any proposed conditionally permitted commercial use to determine which section of the Sumner Design and Development Guidelines apply. If the Director determines that the Commercial Design Guidelines are more applicable for a particular use, then compliance with those guidelines is mandatory.

These guidelines are intended to address the unique site conditions presented in industrial developments. These conditions partially arise from market preferences and construction techniques. For example, many structures are large concrete “tilt-up” buildings, generate heavy amounts of truck traffic, require large expanses of paved area, are isolated from other land uses, and are located on major or minor arterials. These special considerations lead to a specific set of design guidelines for the manufacturing districts.

5.1 Site Design and Parking

Intent

- ◆ To allow adequate vehicular and pedestrian access to the structures while encouraging safe and pleasant environments for pedestrians moving between cars, heavy trucks, rail, and transit within and around the site.

Guidelines

- 5.1.1 Public street layout.** All public streets shall meet the design standards set forth in the Sumner Municipal Code to the satisfaction of the City Engineer. Sumner desires to create a connected roadway network which utilizes the block grid layout. The preferred maximum block length in the manufacturing zones is 1320 feet. The overall street layout shall be designed in accordance with the guidelines, intent, and policy statements of the Sumner Comprehensive Transportation Plan.
- 5.1.2 Private street layout.** The use of private streets is discouraged. Refer to the Sumner Municipal Code to note the street frontage requirements for new parcels when considering an industrial subdivision. Private streets shall be designed to reinforce the existing block grid layout, but shall not be used to calculate maximum block length. Private streets shall be designed and constructed to the standards established and approved by the City Engineer.
- 5.1.3 Vehicular maneuvering areas.** Vehicular maneuvering areas are the spaces around buildings, in parking lots, entranceways, and loading areas. These areas function as routes of vehicular travel, including fire access, and shall contain safety measures designed to adequately separate various modes of travel. Vehicular maneuvering areas should be designed to reinforce the existing block grid layout, but shall not be used to calculate maximum block length.
- 5.1.4 Orientation.** The front elevation of the building should face the primary street depending on the site conditions. The primary building entrance and any associated offices and/or sales areas shall be located on the front elevation. All of the following items should be utilized on the front elevation:
- a) Windows, with awnings and trim.
 - b) Wall modulation.
 - c) Material and/or color changes on building facade.
 - d) Architectural details such as a parapet, weather protection, relief sculpture, etc.
 - e) Pedestrian amenities, such as benches, tables, and patio areas.
- Other features to consider on the front elevation include, but are not limited to, internal downspouts, monument signage, plazas, paving material changes, water features, and open space.

5.1.5 Loading, service, and refuse areas. No loading or servicing should be conducted between a building and any public street. Loading bays should be located on a building elevation not facing a public street. All refuse containers should be located in the rear or side of the lot or loading or service areas, and shall be placed out of sight from any public street or sidewalk through adequate screening. Special conditions may apply in limited circumstances, including, but not limited to, corner lots, economic viability, and lot configuration. These situations will be reviewed on an individual basis by the Director. In these cases, additional landscape screening may be required. Refer to the “Landscape Design” section of these guidelines.

Loading bays should be designed to minimize the potential for pollutants to mix with stormwater. Covering of loading bays should be considered.

5.1.6 Driving and off-street parking area surfacing. All off-street parking areas and vehicular travel ways shall be surfaced with asphalt or concrete. In some instances, alternative paving systems, such as modular paving or pervious pavement, may be used to substitute for asphalt or cement. Use of this alternate material may result in reductions being applied toward impervious surface fees.

5.1.7 Outdoor storage. Outdoor storage as a principal use shall conform to the standards set forth in SMC 18.18.025. Generally, the material being stored shall not be visible from freeways and principal or minor arterials, public streets, railroads, and future or present bicycle/pedestrian paths. Visibility shall be reduced by constructing a 6-foot fence or masonry wall and a fully landscaped buffer the width of the applicable required setback. The buffer shall include at least a 5-foot high earth berm and at least 50 percent evergreen trees at least 6 feet in height at planting.

Deciduous trees shall be a minimum of 2 1/2-inch caliper measured at dbh. All trees shall be planted no less than 20 feet apart on center. For every 100 square feet of buffer area, at least one evergreen shrub of a minimum size of 2 feet shall be provided. Groundcover of a minimum 2-gallon size shall be planted in the buffer area sufficient to cover the area within three years of planting. Outdoor storage shall also be screened from adjacent properties, except those zoned M-2, with a minimum of a 12-foot buffer containing evergreen trees as specified above at the ratio of one tree per 30 lineal feet of buffer. In all cases, a fencing and landscape plan is required for approval recommendation by the Design Commission.

Outdoor storage as an accessory use is subject to the above standards and certain size limitations. Storage of material is not allowed between a building and the street, and the storage area shall not exceed 40 percent of the building footprint or 15 percent of the lot area, whichever is less.

5.1.9 Fences and walls. Fences and walls located within a front yard setback or a street side yard setback shall not exceed 4 feet in height, if the fence or wall affords 50 percent visibility, or 3 feet in height, if the fence or wall affords zero visibility (solid). Any fence or wall located in the interior side or rear yard setback may be constructed to a height not to exceed 6 feet. A fence exceeding 6 feet in height may be constructed within the legal building area only if a building permit is sought. Fences utilizing razor wire are

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measured from the top of the wire. All fences are required to meet the applicable sight distance requirements.

5.1.10 Utility installation. All above-grade utility appurtenances, including telephone pedestals, utility meters, transformers, etc., shall be adequately screened from existing or future streets and trails. Screening these items can be accomplished through landscaping. If the location of any above-grade utility appurtenance is known, it shall be indicated on the required landscape plan.



Figure 5-14. Avoid exposed utility meters along the sidewalk, like this.

5.1.11 Access and curb cuts. Combining driveway access points to parking lots and reducing the number of curb cuts is encouraged.

5.1.12 Location of off-street parking. When possible, off-street passenger vehicle parking should be located away from the loading and service areas of buildings. Please refer to the “Pedestrian circulation” section of these guidelines in instances where conflicts may occur between pedestrians and vehicular traffic.

5.1.13 Pedestrian circulation. The manufacturing districts are heavily dependent upon truck, rail, and automobile transportation modes; however, safe pedestrian access and circulation are necessary. Specifically, pedestrian access shall connect public sidewalks and parking areas to the primary building entrance through stamped concrete, material changes, or other means. Please refer to the “Pedestrian walkways” section of the Landscape Design section of these guidelines.

5.2 Building Design

Applicability

These guidelines do not intend to promote any particular architectural theme.

Intent

- ◆ To increase developer flexibility while visually reducing the height, bulk, and any large expanse of undifferentiated wall surface.
- ◆ To screen necessary equipment and enhance primary building entranceways.

Guidelines

- 5.2.1 Massing, height, walls.** There are many techniques available to reduce the visual bulk and height of large manufacturing and distribution structures, such as horizontal banding, material and/or texture change, windows, color variation, landscaping (see “Landscape Design” below), setbacks, wall modulation, and others. These techniques shall be used to the satisfaction of the Design Commission to reduce the visual bulk and height of structures.
- 5.2.2 Entranceways.** These entranceways should be areas of refuge from adverse weather conditions for employees and pedestrians. The main theme of designing an entranceway is to create a pedestrian-friendly portion of a structure which is otherwise constructed on a non-pedestrian scale. The primary entrances to structures, including all entrances to individual tenant spaces, shall be clearly delineated through architectural design. This design should be distinctively different from the architecture of the remainder of the building. Specific architectural treatments to consider include, but are not limited to, wall modulation, gables, window clusters, landscape treatment, material/color/texture change, awnings, moldings, signage, paving texture, planters, and pedestrian amenities such as benches and tables.
- 5.2.3 Necessary equipment and facilities.** Objects such as rooftop equipment, air ducts, water towers, storage tanks, processing equipment, cooling towers, vents, and any other improvement or equipment shall be compatible with the building architecture (color and/or material) or screened from adjacent properties, public streets, freeways, railroads, and sidewalks when possible. It is recognized that some manufacturing uses may have equipment and structures visible from the street and sidewalk in spite of screening.

5.4 Landscape Design

Applicability

Intent

- ◆ To lessen the visual bulk from a public vantage point of large manufacturing/distribution structures, maintain a consistent streetscape, and screen items such as off-street parking, outdoor storage, large expanses of undifferentiated wall surface, and refuse/utility facilities.

Guidelines

- 5.4.1 Front and street side yard setback.** A 4-foot-tall and 12-foot-wide landscape berm is required between the street and the off-street parking. Exceptions to this rule may apply in areas where the performance of water quality facilities incorporated into the street design would be adversely impacted. (Please refer to the “Site design and parking” section of these guidelines.)

Landscape berms shall be planted using a hierarchy of landscape types meant to screen off-street parking, 40% shall be evergreen. First, trees shall be planted at spacing intervals consistent with the mature tree breadth. Tree types are encouraged to be mixed. Second, evergreen shrubs shall be used to provide solid screening between the top of the berm and the bottom of the tree crown. Third, groundcover shall be used to prevent wind and water erosion. Groundcover can consist of plantings other than grass provided 100 percent coverage is obtained within three years. In no case shall non-living material used as groundcover exceed 25 percent coverage. In some instances, a pedestrian walkway may be required for access between the sidewalk and the primary building entrance.

Where streets have been designated for a particular street tree, planting types and spacing standards shall be consistent with the Street and Public Tree section of the Summer Municipal Code and Ordinance Number 1846. Existing trees shall be retained unless they are unhealthy, cause health hazards to public safety, or cannot be reasonably retained due to specific site locations.

Note: Fences will not be allowed on top of berms.

- 5.4.2 Interior and rear yard setbacks.** All side yards located between the street and the building façade shall be landscaped to the satisfaction of the Design Commission and shall include at least one single row of trees planted at a minimum of 20 feet on center unless the side yard is utilized as a shared maneuvering/loading area with an abutting property. Side yards are encouraged to be used for water quality features, such as grassy swales, if required by other City ordinances; however, landscaped groundcover is not specifically required in the interior and rear yard setbacks. If water quality features are constructed, the tree requirement remains in effect, but a water-tolerant species shall be selected.

- 5.4.3 Parking areas.** Parking areas shall be screened from public streets and arterials as described above in the “Front and street side yard setback” section. One tree is required for every six automobile parking spaces provided. Within parking lots containing more

than two rows of parking spaces, trees shall be planted in planting beds at least 8 feet wide within the interior of the parking lot. The requirements for these planting beds are as follows:

- a) Trees shall be planted no more than 25 feet on center.
- b) There shall be at least one shrub for every 20 square feet of landscape strip.
- c) The ground shall be covered with a hardy, fast-growing planting.

Additional planting bed dimensions and other requirements are found in City ordinances.

5.4.4 Building perimeter. For any structure exceeding 30 feet in height and any un-modulated wall exceeding 100 feet in length, not including loading or office/sales areas, a hierarchy of plantings is required. First, suitable trees, such as columnar forms, shall be planted at a minimum of 15 feet on center within a minimum 6-foot-wide planting bed at the structure foundation/base. Second, a planting ranging from 1 to 6 feet in height at maturity shall be planted at a minimum of 6 feet on center within the planting bed. Third, groundcover or non-living material shall be installed to reduce the possibility of wind and water erosion.

5.4.5 Special landscaped setbacks. Minimum setbacks shall be determined by SMC 18.18 as described in the “Site design and parking” section of these guidelines; however, increased setbacks may be required when manufacturing zoned property abuts non-manufacturing-zoned property. Please refer to the following table.

	Residential	Commercial
M-1	25 feet	5 feet
M-2	35 feet	5 feet

The required setbacks in the above table shall be densely vegetated. In addition to the required landscaped setbacks, the building setback shall not be less than 50 feet (SMC 18.18).

5.4.6 Pedestrian walkways. Pedestrian walkways between the street/parking areas and the structure shall be designed to minimize conflict with any major automobile and truck traffic routes. The walkways shall include pedestrian-scale lighting, stamped concrete, material changes, and landscaping which helps to identify the route as a pedestrian-only area.

5.4.7 Sumner/Pacific Master Trail Plan. Any site identified in the Sumner/Pacific Master Trail Plan shall incorporate the trail requirements, and landscaping features to screen parking, impervious surface, loading areas, and refuse/mechanical facilities from the present or future trail to the satisfaction of the Design commission.

5.4.8 Bicycle parking. Bicycle parking shall be provided in convenient locations to the building entrances at the minimum ratio of one bicycle parking space for each twenty spaces dedicated for use by automobiles. Parking opportunities may be provided in racks

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or other, similar facility, but in all cases the facility shall be covered and located on a paved surface. Indoor bicycle parking may be considered.

- 5.4.9 Conservation of resources.** In order to reduce water usage native plantings are encouraged. An applicant could receive a stormwater fee reduction through using modular paving materials.