

Waterfront Place Central  
PLANNED DEVELOPMENT OVERLAY



***DESIGN STANDARDS & GUIDELINES***

January 2015

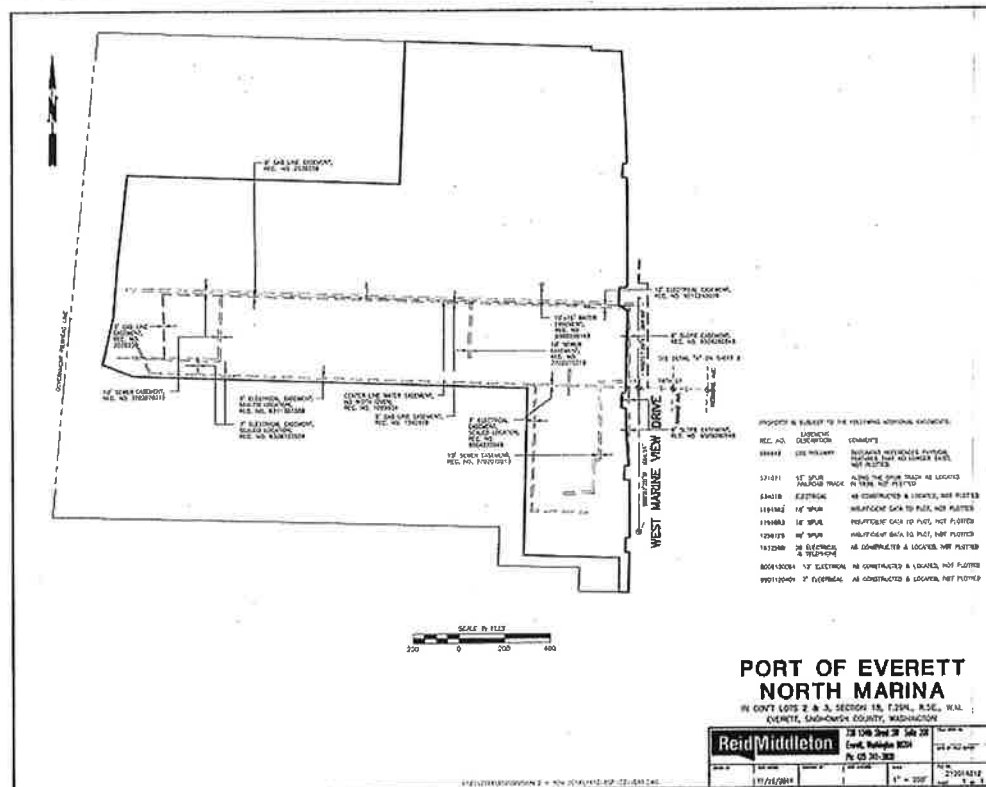
**Exhibit 10**  
**Pages 1 - 142**



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## Waterfront Place Central Design Standards & Guidelines



## INTRODUCTION

The following Waterfront Place Central Development Standards & Guidelines have been adopted as part of the Planned Development Overlay (PDO) Ordinance and Development Agreement. The Guidelines are not intended to preclude or discourage creative or innovative solutions and approaches that provide an equal or better solution than the examples depicted. All design solutions and approaches will be shown to be of a high quality and will reflect the goals of providing a pedestrian oriented, mixed-use development with extensive public access and open space.

The Guidelines will be used to guide site development based on the preferred site design provided by the Port of Everett. The Guidelines are intended to create a high standard of site function, appearance and public access, which the Port of Everett has communicated throughout its public involvement process.

The traditional use of the Waterfront Place Central site has been "working waterfront." The proposal is to add retail, office and residential uses while maintaining marina support services. An important aspect of the proposal is public access would be enhanced by creating a continual public access promenade and other public access improvements.

The original Design Guidelines called for development of the 12th Street Waterway into a marina, with parking on the north side of the waterway. This was completed in 2011. Circulation links between the Central Marina and the North Marina, its parking and the boat launch will be required.

The application before the City is to amend the adopted Planned Development Overlay zone (PDO) that was adopted for the Port Gardner Wharf project in 2005. The proposed PDO will include these Guidelines. Additionally, there is a proposed amendment to the Shoreline Master Program (SMP). The amendment is to accommodate additional uses and to be consistent with applicable policies and regulations found in the SMP allowing housing within 100' of the shoreline in specified areas.

These guidelines comprise part of the review materials needed by the City to examine and rule on the proposed land and shoreline use policies and regulations. Since proposed amendments will be predicated on review of the guidelines found herein, it follows that the guidelines will become the standard for review of subsequent permit applications.

**1. FRONTAGE IMPROVEMENTS AND BUILDINGS  
ALONG WEST MARINE VIEW DRIVE**

**INTENT:**

To create a pleasant and inviting edge for the Waterfront Place Central, while providing a safe pedestrian atmosphere, and establishing a well defined gateway into the site. To provide a sense of order, rhythm and enclosure along the street and to provide a buffer between pedestrians and vehicles.

**GUIDELINES:**

1.a. The main entrance at 13th Street will be designed in such a way as to distinguish it as both the main access to the site and to set the standard for the development that lies beyond.

1.b. A landscaped strip with street trees will be installed per City landscape standard Type III, Section 35.050 of the Everett Municipal Code (EMC) between the curb and the sidewalk. The trees shall have a minimum trunk diameter of 2 ½" at the time of planting. The landscape strip shall be a minimum of 5' in width.

1.c Spacing of street trees in the landscape strip shall be no more than 30' apart. Spacing may be modified to avoid obscuring pedestrian crossings, street signage, traffic signals and street lights.

1.d. A sidewalk at least 12' wide, along the west side of West Marine View Drive, will be installed behind the landscape strip. The City Engineer will work with the project designers to place a bike path.

1.e. Variation of the facades of the building will be used to break up the mass and scale of the buildings.

1.f. Four access points to the site will be provided off West Marine View Drive, one north of 13<sup>th</sup> Street which provides direct access to the Craftsman District, the main entrance at 13<sup>th</sup>, and a secondary entrance at 14th Street, and at another location south of 14<sup>th</sup> Street.

1.g. Street light design, signage and landscaping shall be compatible and consistent with the entire Waterfront Place Central Development.

## **2. INTERSECTION TREATMENT AT 13<sup>TH</sup> STREET AND WEST MARINE VIEW DRIVE**

### **INTENT:**

To provide a clear and inviting entryway and corridor into the development site while establishing a consistent character for street right-of-ways, architectural features, landscaping, lighting and signage.

### **DESIGN CONTINUITY STANDARDS:**

2.a. Landscaping, accent lighting, earth forms, signage and architectural features will set the standard and design continuity for the development. The building facades will convey the architectural features of the District as well as the underlying theme of the development.

2.b. The facades will include a minimum glass area of 30% of windows with clear "vision" glass allowing views into the interior frontage areas at ground level. See Section 3 below for additional information.

### **INTENT:**

To mark the entrance at 13th Street, use visually prominent elements such as dramatic building forms and signage to emphasize the importance of this gateway entrance.

### **ENTRANCE STANDARDS:**

2.c. Buildings at the 13th Street entrance shall be treated to emphasize the entrance into the corridor through the use of major architectural "expression" in facade, roof forms and massing.

## **3. TREATMENT OF BUILDINGS / BULK ALONG WEST MARINE VIEW DRIVE**

### **INTENT:**

To encourage architectural expression that suggests an urban waterfront and reduces the apparent bulk of the building into a pedestrian friendly proportion.

### **GUIDELINES:**

3.a. Where part or all of buildings facing West Marine View Drive include parking in structures, the facades of those building elements will be treated to create a positive streetscape image by use of landscape, screens, earth berms, windows, etc.

3.b. Buildings should have a distinct "base" at the ground level using articulation and materials.

3.c. The "top" of the buildings should be treated with a distinct outline, such as a parapet, cornice, or other projections.

3.d. Building entrances should be located along West Marine View Drive, 13<sup>th</sup> Street, the east end of Millwright Loop, and Seiner Drive in order to encourage pedestrian use and scale along those facades.

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*water's edge*

#### **4. TREATMENT ALONG THE ESPLANADE**

##### **INTENT:**

To provide public access through a continuous, well designed pedestrian way around the project site, while facilitating functional access to marina users.

##### **GUIDELINES:**

4.a. Provide a continuous public water edge access all the way around the site, connecting to the South, Central, and North Marinas.

4.b. That portion of the water's edge needed for marina operational activity shall be designed and managed to allow pedestrians to safely pass.

4.c. Each of the three water edges of the site (south, west and north) shall provide designated public places for gathering including public plazas, view places, seating areas, etc.

---

*parking areas*

#### **5-1 SCREENING OF PARKING AREAS**

##### **INTENT:**

Provide parking areas while enhancing the visual appeal of the site. This section is meant to work in conjunction with City Code parking standards.

##### **GUIDELINES:**

5-1.a. Landscaping will be used to partly screen and visually improve parking areas where they may be viewed from roads and the pedestrian circulation system. Where conflicts arise the Planning Director may use the SMP parking standards if he/she so chooses.

5-1.b. Where parking lots are in front of or beside buildings, parking lots shall provide a 10' wide planting space, between the parking lot and the sidewalk, to a Type III standard.

5-1.c. Wheel stops shall be used to prevent vehicles from over-hanging into planting areas.

5-1.d. Parking lot landscaping shall be used to reinforce pedestrian and vehicular circulation, such as:

1. Parking lot entrances,
2. End of driving aisles, and
3. To define pedestrian walkways through parking lots.

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*curb cuts*

## **5-2 CURB CUTS**

### **INTENT:**

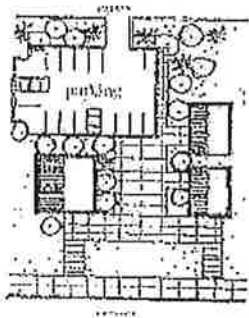
To maintain a continuous uninterrupted sidewalk by minimizing the impacts of driveways.

### **GUIDELINES:**

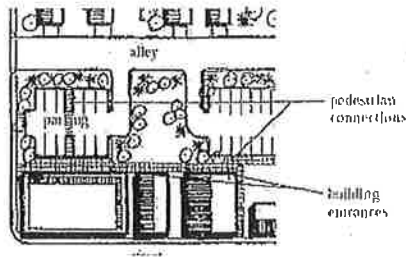
5-2.1. Curb cuts shall not exceed a 28' width for combined entry/exits unless called out to a different dimension by the City Engineer.

5-2.2. Sidewalk patterns and colors shall carry across driveways and cross walks to show pedestrian crossing areas.

5-2.3. Adjacent developments should consolidate (share) vehicular driveways.



*Walkways between buildings, parking and the sidewalk*



*Pedestrian connections through the parking lot.*

*pedestrian & bike paths*

## 6. PEDESTRIAN WAYS AND BIKE PATHS

### INTENT:

To provide safe and enjoyable public access through use of a continuous pedestrian way or path around and through the project site.

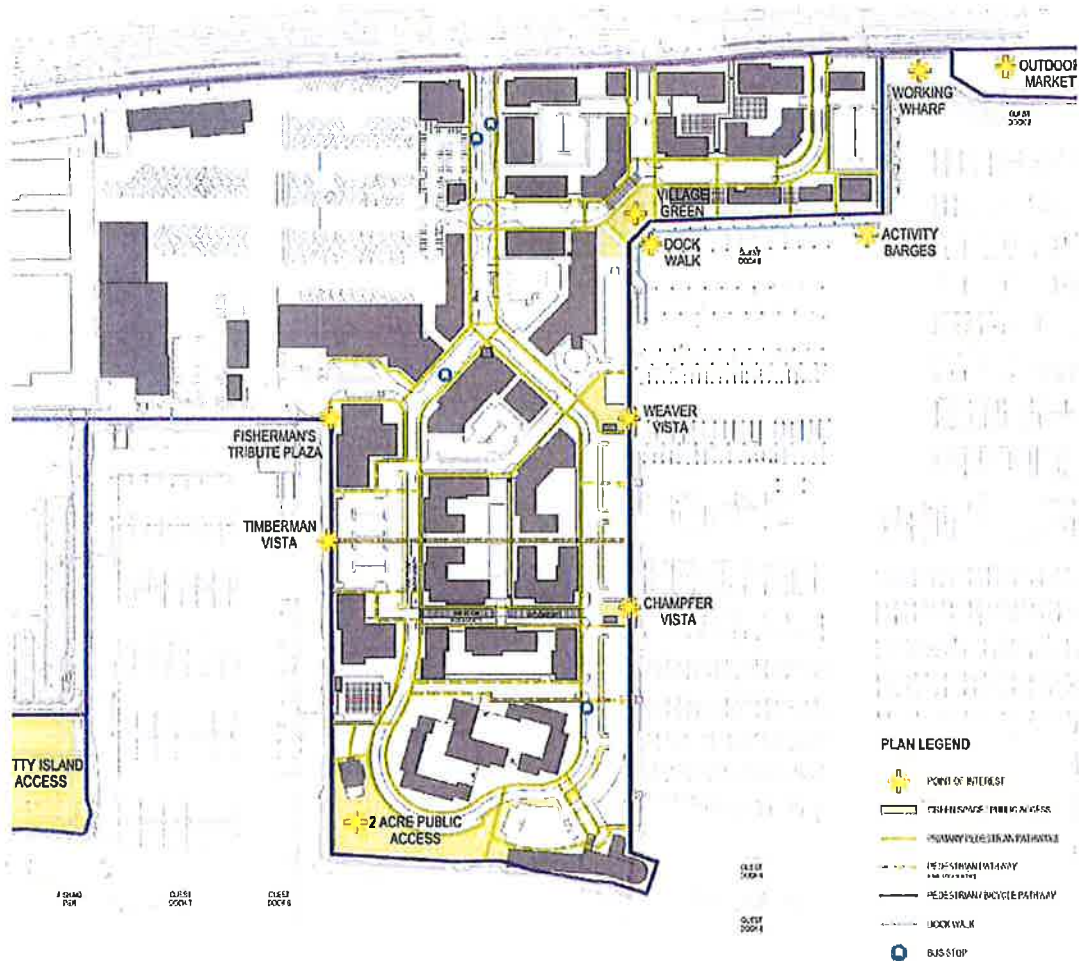
### GUIDELINES:

6.a. Improvements along West Marine View Drive on the west side shall include a sidewalk, bikeway and landscaping, together with street lighting and signage described in these Guidelines. See Sections 1 and 3.

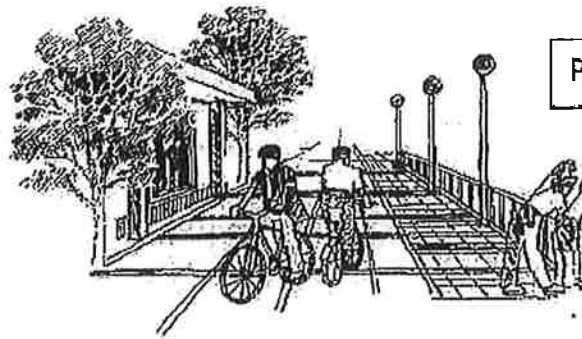
6.b. The continuous walkway along the water's edge will include enough room (15' minimum unobstructed) to accommodate pedestrians except as provided for in Exhibit 16. Landscaped plazas and public access corridors will be provided along each of the water edges, as shown on the pedestrian and bikeway connection plans.

6.c. The pedestrian corridors will be a continuous pedestrian feature connecting the south, central and north marinas to Jetty Landing at 10th Street and West Marine View Drive with the water's edge.

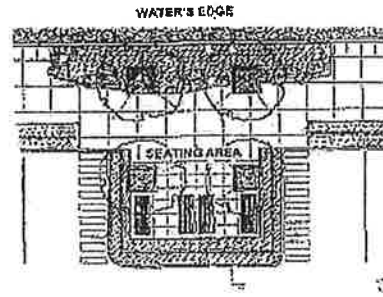
There will be at a minimum three north-south pedestrian corridors: one along the west side of West Marine View Drive, one from the Central Marina to the North Marina and the 10th Street boat launch, and one along the western Esplanade. There will be four east-west connections: one along the south edge of the development, one at 14th Street, one on the interior of the site between the southern and northern shoreline and one along the south edge of the 12<sup>th</sup> Street Marina from the west-end Esplanade going east and connecting to the north-south walkway along the east side of the 12th Street Marina. These connections are represented on the following diagram.



## 2.2a Pathways and Public Access/Circulation



Paved walkway along the water's edge  
Allows for walkers and those on bicycles.  
Bordered by landscaped areas



Seating areas with landscaping will be provided along the water's edge to serve as viewpoints.

6.d. Both vehicular and pedestrian access points should be clearly visible from adjacent streets and, to the extent possible, they should be kept separated.

6.e. Pedestrian safety at cross-walks shall be enhanced and crossing points well defined, by extending walkway materials / textures / colors across vehicle travel lanes where cross-walks are provided. Crossing areas can also be elevated slightly within parking areas. Pedestrian crosswalk designs shall be designed in a manner acceptable to the City Engineer.

6.f. The Waterfront Place Central pedestrian corridors will connect with the City-wide bike trail system.

6.g. A north-south pedestrian connection will be provided from the Waterfront Place Central area to the North Marina, along the water's edge on the east side of the North Marina.

## 7. LANDSCAPING:

### INTENT:

To integrate the entire site with an overall landscape design and to provide variety and interest within landscaped areas. Where questions occur, refer to the Landscaping Section of the Zoning Code.

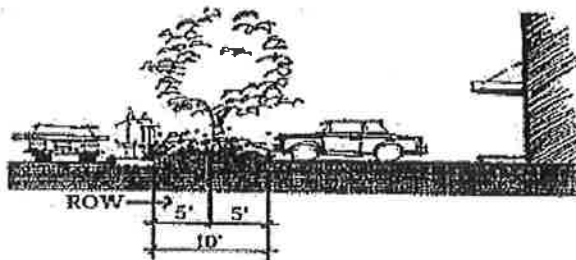
### GENERAL STANDARDS:

7.1.a. Living plants shall be used. If drought-tolerant plant materials are not used, permanent irrigation shall be required. Where drought-tolerant plants are used, temporary irrigation shall be provided for two years.

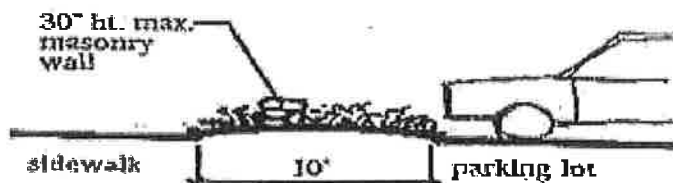
7.1.b. Low maintenance, living ground cover should be used wherever possible, as well as grass.

7.1.c. Gravel, river rock, pavement or similar non-living materials should not be used as ground cover substitutes, but may be allowed as accent features within landscape planting areas.

7.1.d. Plant material should be used to enhance street corners and intersections but should not interfere with the "site clear-view triangle" set forth in the code.



*Landscape buffer between parking lot and street*



*Low wall between sidewalk and parking*

## **PARKING AREA LANDSCAPE STANDARDS**

### **INTENT:**

To reduce the visual impact of parking lots through landscaped areas, trellises and / or other architectural features.

### **GENERAL STANDARDS:**

7.2.a. Parking lot landscape shall be used to reinforce pedestrian and vehicular circulation, such as:

1. Parking lot entrances,
2. Ends of driving aisles, and
3. To define pedestrian walkways through parking lots.

7.2.b. A minimum (Type III) 5' wide landscape planting area shall be provided between parking lots and adjacent developments, to include a year-round sight barrier, visual screen. NOTE: Root barriers or other methods for root containment shall be used in rights-of-ways.

7.2.c. If the parking lot is located in front of a building, the landscaping planting area shall be increased to 10' wide between the parking lot and the sidewalk. This landscape area may include masonry walls or planted rockeries no higher than 30" to allow visibility for safety reasons.

7.2.d. At least one tree shall be provided for every six stalls. However, when lots are located between the principal structures(s) and the street, the ratio will be one tree for every four stalls. All trees should be a minimum of 2.5" in caliper, when planted.

7.2.e. All trees should be selected for adult size that will preserve water views for buildings and adjacent upland areas.

## **8. VIEW PROTECTION**

### **INTENT:**

Protect existing views of the Sound and marina to the extent possible, while allowing the height of some of the new buildings in the development area to be 65'.

### **GUIDELINES:**

8.a. Buildings within the 200' Shoreline Jurisdiction will be limited to a maximum of 35' except for a relocated Weyerhaeuser Building.

8. b. Buildings should be located so as to protect views from existing residences east of the development area looking out to the Sound.

8.c. Maintain a view corridor along the 14th Street right-of-way from West Marine View Drive to the marina area.

## 9. ARCHITECTURAL DESIGN

### INTENT:

To establish designs consistent with the maritime heritage of the Everett waterfront.

### STANDARDS:

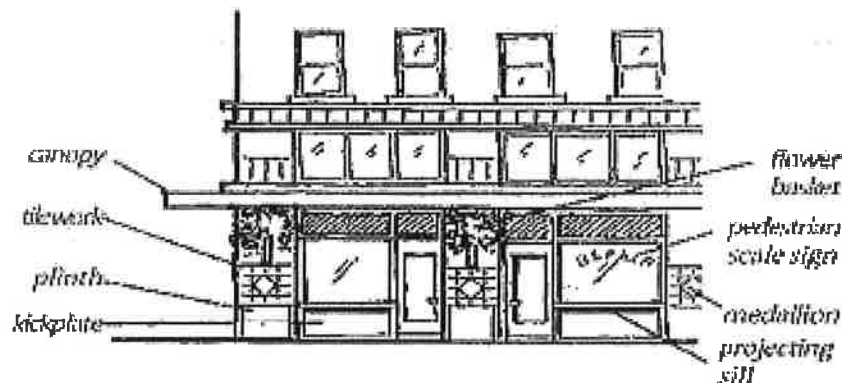
9.1.a. Ground level details should convey "visual interest" and reinforce the marine theme of the development (see Sec 9.3. below).

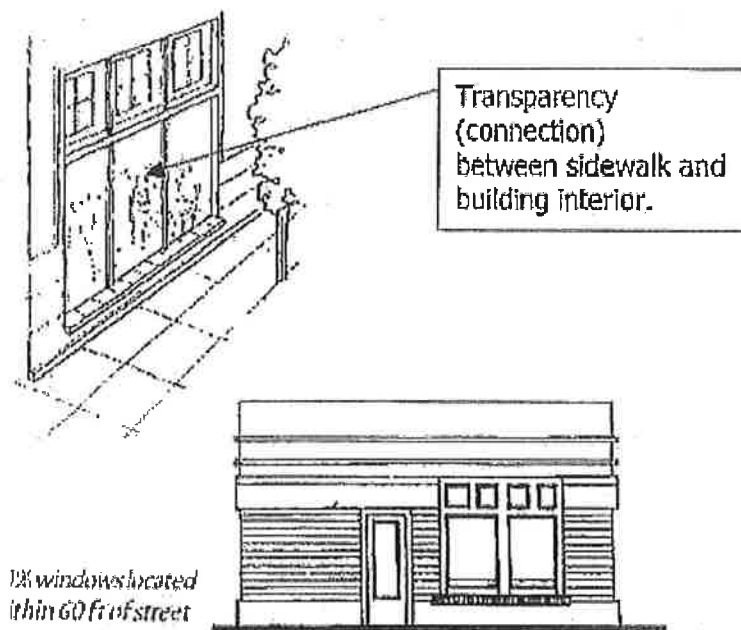
9.1.b. Residential structures should have a variety of massing, materials, fenestrations, heights and roof treatments to ensure visual diversity.

9.1.c. For commercial store fronts, a minimum of 60% of ground floor facade between 2' and 10' above grade facing the pedestrian corridors shall be comprised of windows with clear glass. This standard is reduced to 50% for ground floor facades facing West Marine View Drive.

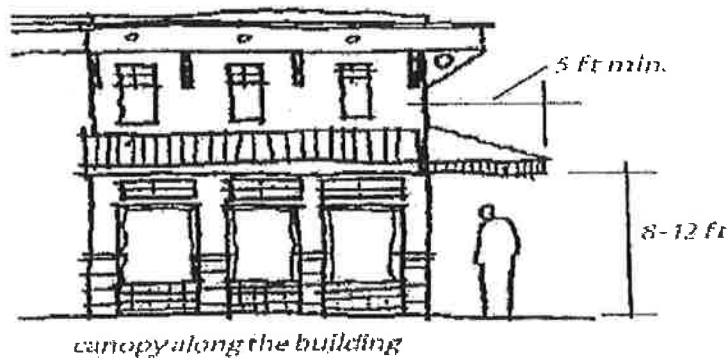
9.1.d. "Clerestory" windows located above the principal storefront windows are encouraged.

9.1.e. Tinted, dark, gray, green, mirrored or reflective glass or film shall not be permitted on ground floor level of any building.





9.1.f. Weather Protection. Canopies or awnings shall be provided at the access areas of commercial / retail and office buildings. Such covers shall also be provided for main entrances of residential buildings.



9.1.g. Plazas are integral to the overall site. They shall be placed at or near each of the water edges of the site as illustrated on the conceptual site plan. Total space provided in each plaza area shall cover an area approximate to that shown on the conceptual site plan.

9.1.h. Plazas and surrounding facades shall be "interactive", meaning that a visual relationship is established between outdoor and indoor spaces and that there is transparency to the facade.

## PROMINENT ENTRANCES

### INTENT:

To make major entrances to buildings obvious and welcoming, emphasized by details, lighting and signage.

### STANDARDS:

9.2.a. Visual Prominence- the principal entry to the building shall be marked by at least one element from each of the following groups:

#### Group A

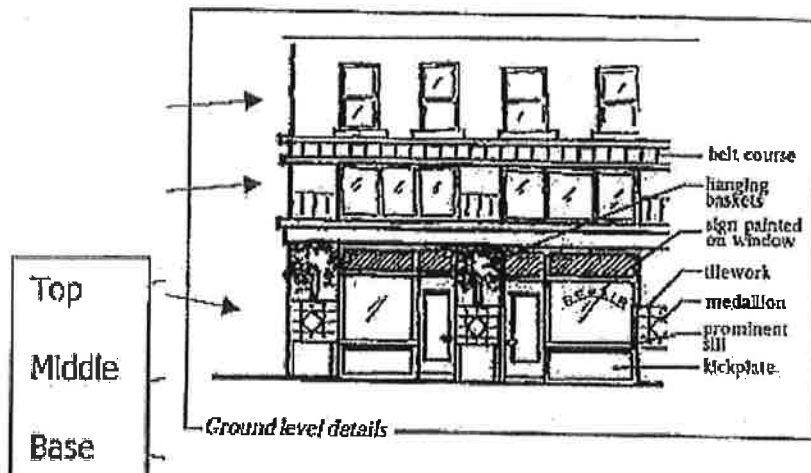
- recess
- overhang
- canopy
- portico
- porch

#### Group B

- clerestory
- glass window(s) flanking door
- ornamental lighting fixtures
- large entry door(s)

#### Group C

- stone, masonry or tile paving in entry, (not in right-of-way)
- ornamental building name or address
- planters with flowers
- seating



## **GROUND LEVEL DETAILS**

### **INTENT:**

To create visual and textural interest at eye level for pedestrians.

### **STANDARDS:**

9.3.a. Buildings within pedestrian areas are to incorporate at least four of the following elements into any ground-floor, street-facing facade:

- 1) Lighting, hanging baskets or signage supported by ornamental brackets,
- 2) Medallions,
- 3) Belt Courses,
- 4) Plinths for columns,
- 5) Kick plates for storefront windows,
- 6) Prominent sills,
- 7) Tile work,
- 8) Pedestrian scale sign(s) or sign(s) painted on windows, and/or
- 9) Planter boxes.

## **MASSING and ARTICULATION**

### **INTENT:**

To reduce the apparent bulk of buildings by breaking them down into smaller components that are consistent with maritime vernacular, while providing visual variety along the pedestrian and street faces.

### **STANDARDS:**

9.4.a. Walls longer than 100' shall be modulated above ground level with bays and recesses (at least 8' wide and 2' deep).

9.4.b. Modulation shall extend to the roof, except at balconies. The purpose is not to create a regular rigid solution but rather to break up the mass in creative ways.

9.4.c. Flat, windowless, blank walls are discouraged.

## **BASE, MIDDLE, TOP**

### **INTENT:**

To ensure that buildings within the Waterfront Place Central area display the greatest amount of visual interest possible. These standards apply to buildings with three or more stories.

### **STANDARDS:**

9.5.1. Base: The base should have the richest collection of materials to create visual and textural complexity at eye level. Masonry cladding in some form (on walls, pilasters, or a plinth) is strongly encouraged. Other methods could include one or more of the following:

- a) windows,
- b) details,
- c) canopies,
- d) bays,
- e) overhangs,
- f) artwork,
- g) masonry strips,
- h) cornice lines.

9.5.2. Middle: The middle should include elements such as:

- a) windows,
- b) signage.

9.5.3. Top: The topmost portion of a building should be made visually prominent through a method such as:

- a. a change of materials or color,
- b. stepping back slightly,
- c. brackets supporting an overhanging roof,
- d. projecting cornice line,
- e. pitched roofline.

## ROOF FORMS

### INTENT:

To ensure that rooflines within the Waterfront Place Central area represent a distinctive profile and appearance.

### STANDARDS:

9.6.a. Commercial buildings shall include extended parapets and projecting cornices to create a prominent edge when viewed against the sky. Sloping roof elements are encouraged.

9.6.b. Buildings containing predominantly residential uses with pitched roofs shall have dormers with windows or intersecting roof forms that break up the mass of the roofs.

9.6.c. Roof forms shall be either:

1. Pitched in a range from 1:12 to 12:12, or
2. stepped or terraced.
3. Barrel vaults and other forms may be allowed.

9.6.d. All mechanical equipment located on the roof shall be concealed by at least one of the following:

1. Extended parapets around the equipment, and / or
2. mechanical equipment worked into the roof form.

9.6.e. Not Allowed:

1. flat, unembellished rooflines,
2. merely painting rooftop mechanical equipment or surrounding it with fencing,
3. bright colors (not desired), and/or
4. facades which extend above the roofline solely for the purpose of making room for a sign.

## **10. DISTRICT THEMES - USES**

10.a. Fisherman's Harbor: The Fisherman's Harbor surrounds the area where the Everett fishing fleet will be located. The activities of the fleet will be front and center, engaging visitors at the waterfront in the working nature of the area. Fisherman's Harbor will include a lively mix of retail, restaurants and residential uses that will form the heart of the district and function as the gateway to Waterfront Place Central.

Types of Uses: retail, restaurants, services, multi-family residential, hospitality.

10.b. Craftsmen District: This district is devoted to all types of marina support activities. It is a predominantly light industrial area which includes a commercial boat yard where boats are stored and repaired.

Types of Uses: all facets of commercial marine activity, marine related retail, services and other commercial.

10.c. The Millwright District: The Millwright District speaks directly to the history of the development area as the site of bustling lumber and shingle mills from years past. This pedestrian oriented district is devoted to employment, with an interesting mix of commercial street level spaces, supported by office and residential spaces above. It is a place where people will operate both small and large businesses while keeping the mechanisms of life in motion – whether with recreation, a home or a business.

Types of Uses: commercial, limited retail, multi-family residential.

This is a pedestrian oriented retail/ office area which provides a pedestrian crossing along a north / south route. The crossing "path" will provide a connection between the central marina and north marina area / boat launch. The District also provides an east-west transition from the office / retail use in the Fisherman's Harbor District.

Use - Retail, office, farmer's market.

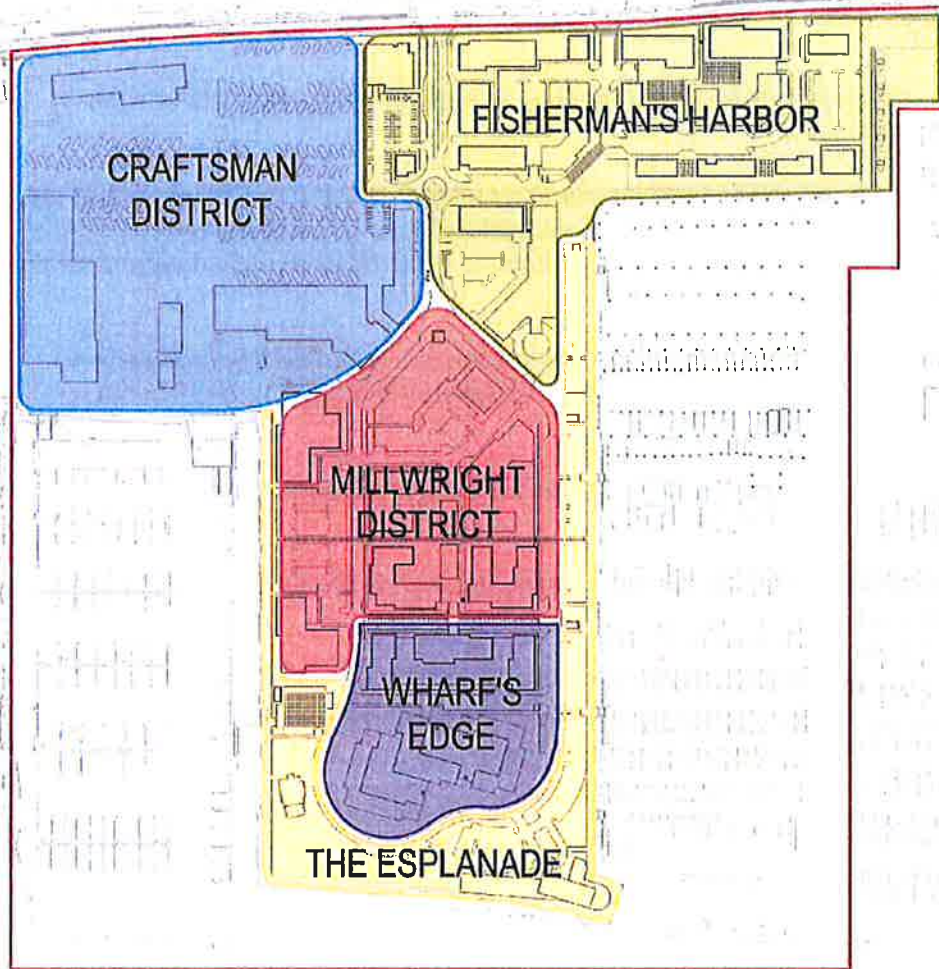
10.d. Wharf's Edge: Characterized by quiet high end residential multi-family uses and street level commercial, this area at the west end of the development area will be focused on a large publicly accessible park and the water views beyond.

Types of Uses: multi-family residential, commercial, hospitality, office.

10.e. The Esplanade: This district is defined by its primary use – a long casual walkway along the water. It includes several public access components: plazas, marina overlooks, landscaping, community facilities, and a large park with extraordinary views to Jetty Island, Puget Sound, and the Olympic Mountains. A hotel, restaurant and limited retail at the southeast corner will take full advantage of all of these amenities.

Types of Uses: public access, hospitality, restaurant, limited retail.

## 11. DISTRICT LOCATIONS



INTENT:

NOTE:

The development project will convey a common development theme while conveying defining characteristics of each District according to their primary function. Uniting sub-theme uses will allow them to reinforce each other, while less compatible uses will be separated.

## **12. LIGHTING:**

### **INTENT:**

To ensure that site lighting contributes to the character of the development, minimizes disturbance to housing on the bluff and provides pedestrian scale lighting in parking lots.

### **STANDARDS:**

12.a. Lighting shall be provided along streets, within parking lots and along pedestrian walkways.

12.b. Lighting fixtures shall be limited to heights of 24' for parking lots and 18' for pedestrian walkways. The pedestrian scale lighting (max 18') shall be used to define pedestrian walkways, crosswalks, connections, and / or other pedestrian areas within a parking area.

12.c. All lighting shall be shielded from the sky and adjacent properties and structures, whether through exterior shields or through optics within the fixtures. Direction of light shall be downward.

12.d. Accent lighting should be used to highlight building / site entrance and special landscape features.

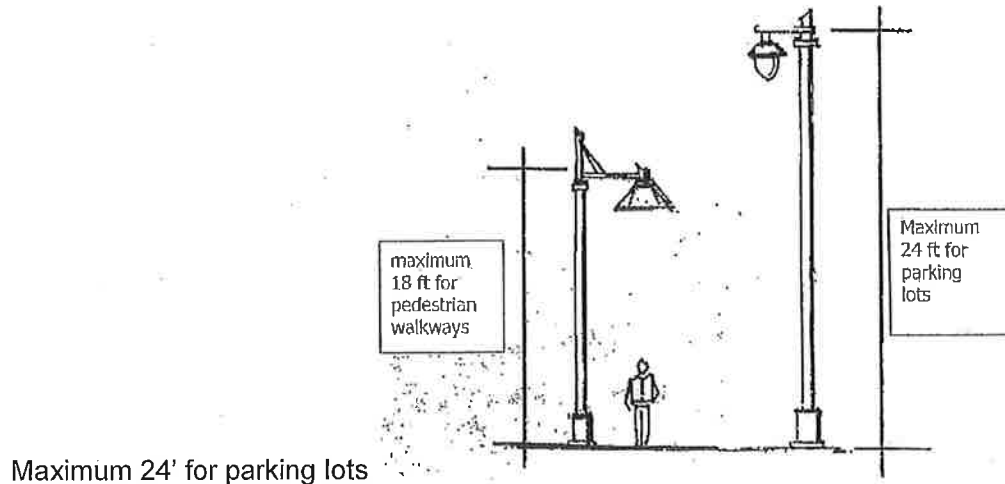
12.e. An overall lighting scheme will be developed for the Waterfront Place Central area.

12.f. Pedestrian scale lighting (maximum 18' height) and/or bollard lighting shall be used to define pedestrian walkways, crosswalks, connections and / or pedestrian areas within the Waterfront Place Central area.

12.g. Lighting standard design shall complement other design elements used throughout the site, parking and / or adjacent developments and public right-of-way, as well as, represent the commercial character of the Waterfront Place Central area.

12.h. Festival lighting is encouraged during holidays and festivals, however, no flashing, moving, or traveling lighting will be permitted.

maximum 18' for pedestrian walkways



Maximum 24' for parking lots

### 13. SIGNAGE CREATIVITY / UNIQUE EXPRESSION

#### INTENT:

Encourage interesting, creative and unique approaches to the design and use of signs.

#### STANDARDS:

13.1.a. Signs should be highly graphic in form, expressive and individualized. Marine themes are encouraged.

13.1.b. Signs should convey the product or service offered by the business in a bold, graphic form.

13.1.c. Projecting signs, supported by ornamental brackets and oriented to pedestrians, are strongly encouraged.

13.1.d. No pole signs. Signs will be on buildings or will be monument signs.

13.1.e. An overall sign design scheme for the Waterfront Place Central area will be submitted to and approved by the Planning and Community Development Director prior to application for sign permits.

13.1.f. No flashing, digital, or electric message signs will be permitted.

13.1.g. No billboards will be allowed.

13.1.h. Temporary marketing signs and banners for the purpose of selling,

leasing or renting residential, retail or commercial offices are permitted provided permits are obtained and receive prior review from the City where required.

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*signage*

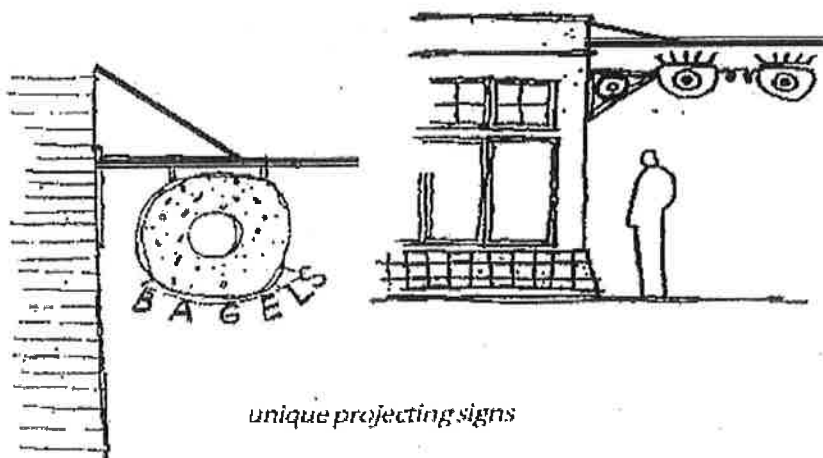
## **SIGNAGE INTEGRATION WITH ARCHITECTURE**

### **INTENT:**

Ensure that signage is a part of the overall design approach to a project and not a separate design statement.

### **STANDARDS:**

14.2.a. The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, it is expected that such signs shall be in conformance with an overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development.



*unique projecting signs*

## **SIGNAGE COMMERCIAL SIGNS**

### **INTENT:**

To encourage commercial signs that are complimentary to buildings, that communicate the availability of goods and services in a lively, creative manner to both pedestrians and vehicles, and that contributes to the character of the Waterfront Place Central area.

### **STANDARDS:**

13.3.a In pedestrian areas, all signs shall be mounted on buildings. These include wall signs, window signs, projecting signs, signs painted on awning fascias, and signs suspended from canopies. (At least a 8' clearance over sidewalks.)

13.3.b In addition to signs permitted by the sign code, any business may be allowed to have one additional sign, provided that it meets the following criteria:

- 1) It is principally a 2-dimensional or 3-dimensional graphic symbol denoting what is offered by the business;
- 2) It is oriented to pedestrians, rather than to people in vehicles,
- 3) It is no more than 12 square feet in area per side.

## **SIGNAGE LANDSCAPING**

### **INTENT:**

Plantings around the base of monument signs will ensure that signage is a part of the overall design approach to a project and not added as a separate design statement.

### **STANDARDS:**

13.4.a Free-standing monument type signs shall include low plantings around the base of the sign to tie it to (make it part of) the landscape feature.

#### **14. SCREENING OF SERVICE AREAS AND MECHANICAL EQUIPMENT**

##### **INTENT:**

To provide a separation between service areas and pedestrian areas.

##### **STANDARDS:**

14.a. All loading and trash collection areas shall be screened by a combination of masonry walls and plantings,

14.b. All garbage bins shall be equipped with rubber lids to reduce noise impacts on adjacent residential and other uses,

14.c. All mechanical equipment (such as air conditioning units) located on the ground shall be screened by a combination of masonry walls and plantings. Sound buffering should be used to reduce noise impacts, and

14.d. Mechanical units shall be located and screened in such a way as to direct exhaust and noise away from residential structures to the east on the bluff.

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