



Point Ruston Master Development Plan (Point Ruston MDP)

Town of Ruston

Adopted:

TABLE OF CONTENTS

	Page
1.0 Overall Goals	2
2.0 Point Ruston Master Development Plan (MDP) Regulations	2
3.0 Land Uses	5
4.0 Development Standards	7
5.0 Parking	11
6.0 Street Standards.	12
7.0 Design Standards.....	12
8.0 Views and View Corridors	15
9.0 Public Access, Parks & Open Space	17
10.0 Public Services	18
11.0 Transportation and Traffic	19
12.0 Signage.....	20
Definitions	22

POINT RUSTON MASTER DEVELOPMENT PLAN (MDP)

1.0 OVERALL GOALS

Point Ruston will be developed as a balance of residential, commercial, light industrial and open space uses that create a fiscally sound community while maintaining the character of the Town.

Point Ruston will build upon the rich heritage of Ruston to create a neighborhood of distinctive character and quality.

Point Ruston will be developed as a 'Built Green' community embracing sustainable design and environmental principles.

Point Ruston will offer a compact concentration of employment, shopping, and housing.

Point Ruston will be a regional destination for shopping, art and visitor attractions.

Point Ruston will have numerous publicly accessible open spaces such as parks, plazas, waterfront promenade, tree-lined streets and view corridors.

Point Ruston will encourage a number of transportation choices including walking, bus transit, and bicycles.

Point Ruston will be developed in a manner that encourages public use of the shoreline that has been closed to the public for over a century.

1.1 GENERAL POLICIES

Point Ruston should be developed in a manner that establishes its own character, mixture of uses and intensity within the parameters of Ruston's Comp Plan.

Development at Point Ruston shall reinforce pedestrian activity at the street level, present an attractive and varied profile on the skyline, and provide opportunities for artistic expressions all contributing to the unique character of the Town.

Parking supply, including both on-street and off-street facilities should be managed to ensure adequate supply for residents, employees, shoppers and visitors.

Parking facilities should be designed to contribute to an attractive appearance of the streetscape and to provide convenient access.

2.0 POINT RUSTON MASTER DEVELOPMENT PLAN (MDP) REGULATIONS

(Please refer also to Ruston Municipal Code, Chapter 25.01.060)

2.1 PURPOSE

The Point Ruston mixed-use neighborhood is intended to focus on residential, office, street level shops, hotels, restaurants, entertainment, live-work units and various public services built within a compact area, featuring a generous walkable area adjacent to the shoreline, and supported by transit service.

The Point Ruston Master Development Plan sets forth allowable land uses and building heights, designated views and view corridors, level of service for public access, parks and open space, signage standards, level of service for public services including fire, police, and utilities, transportation and traffic improvements, and development and design standards.

2.2 APPLICABILITY

The provisions of the Point Ruston Master Development Plan (Point Ruston MDP) shall apply to all uses and development within the project, and replace and supersede Ruston Ordinance 1002 (Asarco Master Development Plan).

When these regulations are found to be in conflict with Ruston's Municipal Code, comp plan or zoning code, the provisions of the Point Ruston Master Development Plan shall apply.

An approved development plan shall be kept on file by the Town and if no construction has begun within 36 months of the approval of the plan, the plan shall lapse and be of no further effect. The Town Council may extend the period for the beginning of construction prior to the

expiration date if requested by the applicant.

Review by the Town Planner for compliance with the Point Ruston MDP and all other applicable codes is required prior to building permit issuance.

2.3 INTENT

The Point Ruston Master Development Plan is written in a manner intended to:

Implement goals and policies of Ruston's Comprehensive Plan
Implement goals of the Growth Management Act and County-wide and multi-county planning policies

Create a commercial, mixed-use and residential setting matching scale and intensity of use to the location and in keeping with the analysis contained in the Point Ruston Final Supplemental Environmental Impact Statement (FSEIS) dated March 27, 2008

Attract private investment in commercial and residential development

Provide for predictability in the expectations for development projects

Allow for creative design, flexibility of uses and building placement, percentage of open spaces, public uses and enjoyment of open spaces

Provide for consistency with Section 25.01.060 of Ruston's Zoning Code and zoning designation, "Master Planned Development" (MPD).

Provide for a phased development of the site that allows for a logical construction

schedule and sequence based on market conditions. Provision of amenities such as open space, parks, view corridors, and mitigation as described in the 2008 FSEIS will be based on the permitting schedule for each building.

Ensure completion of all improvements within a district prior to the issuance of a certificate of occupancy for the final building built in each district.

3.0 LAND USES

3.1 The following land uses are allowed as defined in the Ruston Municipal Code, Chapter 25.01.020

Accessory building
Accessory living quarters
Adult day care or community care facility for adults
Adult family home
Apartment
Automobile service station
Boarding house
Church
Clinic
Commercial (business)
Condominium
Convenience store
Country club
Day care centers, nurseries, kindergarten centers
Drive-in facility
Drive-through facility
Dwelling, multiple-family
Fast food restaurant
Fourplex
Garage
Home occupation
Hospital
Hotel
Light industrial
Mixed use occupancy or structure
Motel
Multiple-use project
Nursery or garden center
Nursing, convalescent or retirement home
Office building
Office use
Public utility
Residential use
Townhouse
Triplex

3.2 The following additional land uses would be allowed, as defined below:

“Marinas and boat launch facilities” means any publicly or privately owned and operated facility which is designed, used, or intended to be used either by public or private pleasure craft, boats or marine vessels for permanent or transient mooring, dry dock, or storage, but does not include floating homes meaning a structure designed and operated substantially as a permanently based structure and not as a vessel and typically characterized by permanent utilities and a semi-permanent anchorage/moorage design and by the lack of adequate self propulsion to operate as a vessel.

“Marine repair, major” means rebuilding or reconditioning of marine vehicles or trailers including collision service; in-water finishing work, body work or bottom cleaning; frame straightening or repair; overall painting; and marine wrecking when conducted within an enclosed building.

“Marine repair, minor” means general repair, replacement of new or reconditioned parts, painting and refinishing work that does not require in-water operations, and other work that can be considered minor and is not specified under “marine repair, major.”

“Marine service station” means a marine sales and service use in which fuel for boats is sold, and where accessory uses

including but not limited to towing or minor vessel repair may also be provided.

“Marine sales and service” means commercial use which includes one or more of the following uses: sale or rental of boats; marine service station; major or minor vessel repair.

“Marine research and development laboratories” means any publicly or privately owned and operated facility which is designed and used to collect data, conduct experiments, or apply scientific research in a marine environment.

“Outdoor food sales, kiosks, sidewalk vendors” means temporary or semi-permanent portable outdoor mobile and relocatable food service facilities that range from small snack stands to extensive full service kitchens. The outdoor mobile food service facilities may be fully contained or may be connected to utilities, and must be built to meet local health and fire codes. The outdoor food service facilities may have the look of a permanent structure.

“Theater” means a theater for movies or performing arts with a stage or up to two screens.

“Multiplex Theater” means a movie theater complex with more than three and less than fourteen screens.

4.0 DEVELOPMENT STANDARDS

4.1 Building Heights

<u>FSEIS District</u>	<u>Height Limit</u>
Baltimore District	35'
Marina District	60'
Promenade District	60



FSEIS Figure 4 Districts

4.2 Height Limits

A. Building height will be measured consistent with WA State WAC 173.27.030 and Title 25 of the Ruston Municipal Code except as modified herein.

B. Elevations are based on City of Tacoma survey datum.

C. The following elements may extend beyond the prescribed heights so long as the total area does not exceed 25% of the roof area and the height of the element is capped at 10 feet:

- Parapets
- Mechanical penthouses
- Elevator overruns and machine rooms, and decorative architectural features (e.g., spires, towers, pergolas, pyramids, pitched roofs)

D. Building height will be measured from the base grade defined as

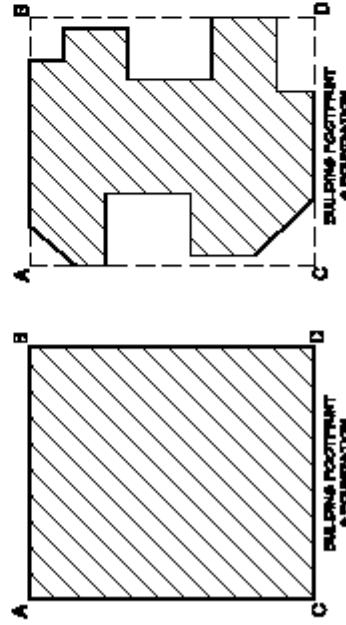
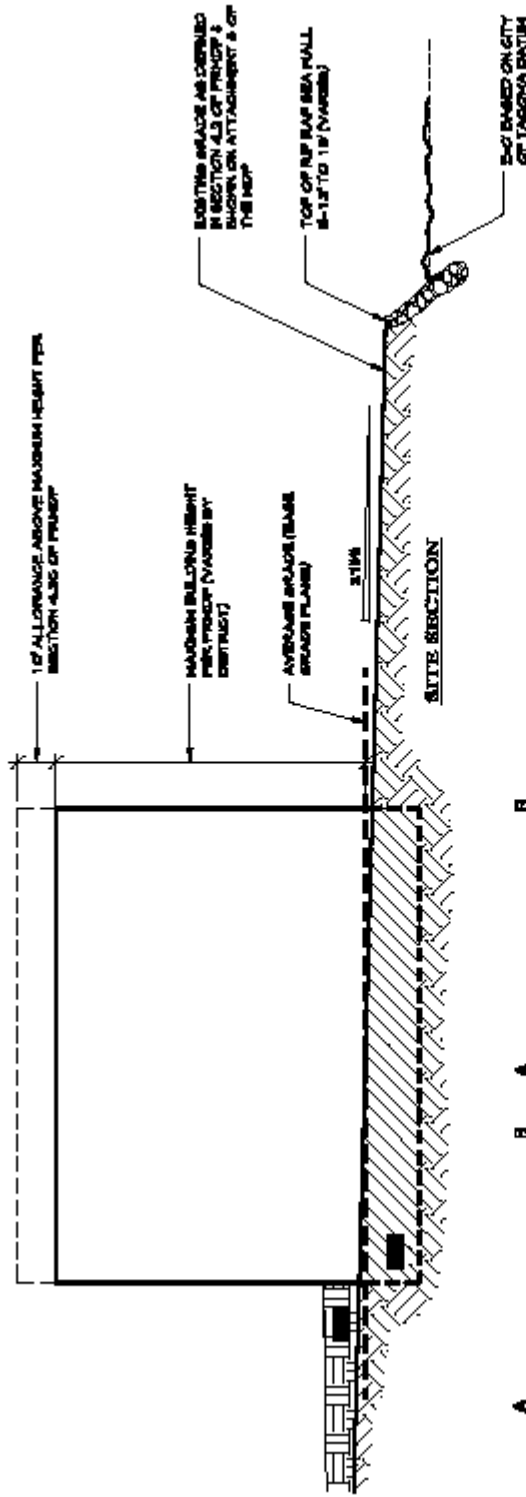
“top of cap” (also referred to as “existing native soil”) elevation +/- 2 feet based on residential soil import quantities established by the Environmental Protection Agency (EPA) in conjunction with environmental remediation.

E. The method of measuring building heights will be based on the establishment of a “top of cap base grade plane” consisting of a 2.75% slope measured from an elevation of 13-15 feet above sea level (based on City of Tacoma survey datum) at the Ruston shoreline and extending westerly to the property boundaries.

F. The height for a building will be established by measuring the building from the established base grade plane based (based on 4.2 E above; see also Table A-1) resulting in an average height of the building.

G. No structure shall exceed the 90 foot elevation of the On-Site Containment Facility (OCF), except as allowed in the Point Ruston Master Development Plan Section 4.2(C) regarding mechanical equipment, parapets, elevator runs and other appurtenances.

BASE GRADE PLANE



**RECTANGULAR OR SQUARE
BUILDING EXAMPLE**

**IRREGULAR
BUILDING EXAMPLE**

LOT GRADE CALCULATION

$E (avg) = (R_p \text{ top } E_{2/4} + E_{3/4}) / 2$

$E (avg) = \text{AVERAGE GRADE FROM WHICH BUILDING HEIGHT WILL BE MEASURED}$

$E = \text{ELEVATION BASED ON TOPOGRAPHIC MAP (ATTACHMENT 6 OF PRINCP)}$

$A, B, C, D = \text{CORNERS OF PROPOSED BUILDING OR SMALLEST RECTANGULAR AN IRREGULAR BUILDING WILL FIT WITHIN (SEE EXAMPLES)}$

TABLE 4.1-1

4.3 Range of Building Heights

Point Ruston's master plan proposes a range of building heights from 25' to 60' as shown below and summarized from the 2008 FSEIS Table 3.1 pages 3.1-7 and 3.1-8.

Ruston Jurisdiction: Building Number, Use, Proposed Height & Parking

(Proposed heights shown do not include possible 10 feet allowance for parapets, mechanical penthouse, elevator overruns and machine rooms, or decorative architectural features as described in 4.1 D above.)

Table 4.3 – 1

Building #	Anticipated Use	SEIS District	Anticipated Building Height	District Height	Minimum Parking Requirements (Ruston RMC 25.01.090)
9 A, B, C	Regional Wellness Center/Residential & Commercial over Retail	Promenade	45'	60'	Multi-Family Residential: 1 stall for studio units; 1.5 stalls for one-bedroom units; 2 stalls for units with two or more bedrooms
10 A, B	Commercial or Retail	Baltimore	up to 35'	35'	
11 A, B	Retail/Residential	Promenade	45'	60'	
12	Commercial/Retail	Baltimore	up to 25'	35'	
14	Structured parking with Commercial or Retail	Marina	60'	60'	
15	Residential	Marina	60'	60'	Office: 5/stalls/1,000 sq. ft.
16	Residential over Retail/Commercial	Promenade	45'	60'	
18 A, B	Retail (free standing restaurants)	Promenade	30' – 45'	60	Commercial/Other: 4 stalls/1,000 sq. ft.
17	Hotel with restaurant, conference meeting rooms	Promenade	60'	60'	1 stall per room inclusive of all accessory uses

5.0 Parking

5.1 Parking Requirements:

1. Multi-family residential development shall be required to provide 1 stall for studio units; 1.5 stalls for one-bedroom units; 2 stalls for units with two or more bedrooms. Special needs housing, including but not limited to seniors, assisted living, congregate, licensed care or group care homes may provide less than two stalls per residence upon a showing that a lesser parking requirement will reasonably provide adequate parking for residents, staff and visitors, subject to the approval of the Town Engineer.
2. Non-residential development shall be required to provide a minimum of 4 stalls per 1,000 sq. ft. of commercial/other space and 5 stalls per 1,000 sq. ft. of office space per RMC 25.01.090.
3. Hotels shall be required to provide 1 stall per room inclusive of all accessory uses.
4. Telecommunications exchange facilities may provide less than the required parking stalls upon a showing that a lesser parking requirement will reasonably provide adequate parking for operational, vendor and transient service staff, subject to the approval of the Town Engineer.

5. Parking requirements for any project within the Point Ruston development may be met by providing parking located in adjacent buildings, surface lots or on-street parking as long as the parking stalls are located within an 800' radius of the project being built.

5.2 Parking Space Standards:

1. Standard parking spaces shall have a minimum width of eight and one-half feet, a minimum length of 16.5 feet. The minimum clearance above the parking space shall be consistent with the Building Code.
2. Compact parking spaces shall have a minimum width of seven and one-half feet and a minimum length of 15 feet. The minimum clearance above the parking space shall be consistent with the Uniform Building Code. A maximum 30% of the total parking spaces provided may be composed of compact stalls. Aisleway widths shall conform to the requirements of full size parking. All compact stalls shall be clearly marked, "COMPACT."
3. Tandem parking stalls are allowed and count as one stall only.

6.0 STREET STANDARDS

1. The public streets will be developed to the City of Tacoma standards, and include Ruston Way, Yacht Club Road, Baltimore Street and North 51st Street.
2. The internal circulation and non-motorized access will be designed as private roads and will be built to conform to the City of Tacoma parking lot standards but treated as public streets with regard to landscaping requirements.
3. Internal circulation will be designed to meet the International Fire Code requirements for Fire Department access.
4. The traffic mitigation and project phasing is prescribed in the 2008 FSEIS for the project and will be provided at time of development.
5. The public and private streets, parking lots and internal circulation are generally as shown on the site plan (FSEIS Figure 6). Final locations and alignments will be determined during the project design development phase and compliance with the stated standards will be reviewed as a part of the building permit review process.

7.0 DESIGN STANDARDS

1. All rooftop mechanical shall be screened by either a high parapet or a stepped or sloped roof form that is part of the architecture of the building and is at least as high as the equipment being screened. Fencing is not acceptable. The function of the HVAC equipment may not be compromised by the

screening requirement. This standard shall apply to all construction and to replacement of mechanical equipment on a roof. Existing mechanical equipment may be replaced with new equipment without additional screening so long as the new equipment is no higher than the existing equipment being replaced.

2. Plant materials shall be compatible with the climate of the area and trees shall be selected from Ruston's recommended planting list established by the Town's Tree Committee. If the plant materials are selected from the recommended planting list, there shall be no further approval required by the Town's Tree Committee.

Landscaping should give color, scale, and interest to major gathering areas. Plant groupings can be used to help define pedestrian circulation patterns, form spaces, and complement proposed buildings. Streetscape plantings should be used to define and unify streets.

Note: The Landscape Plan shall meet design standards outlined herein and shall be prepared by a licensed landscape architect. Compliance with landscape requirements shall be deemed having been met when the Landscaping Plan is stamped by a licensed landscape architect and approved by the Town Planner.

3. Street trees shall be provided; no fewer than three trees per 100 linear feet of frontage, and may include above-ground plantings or trees planted in tree grates as may be allowed per EPA remediation standards. This standard, in its entirety, shall apply to all new

construction, additions, and substantial alternations.

4. Required street trees can be provided with variations in spacing and/or grouped to accommodate driveways, building entrances, etc. In no case shall the number of required street trees be reduced.

5. For surface parking lots containing greater than 20 stalls, at least 15% of the interior area shall contain trees and shrubs in either containers or planted in surface tree grates. For purposes of landscape requirements, the top of a parking structure is not considered a surface parking lot.

6. All trees shall have a minimum caliper of 1.75" at the time of planting.

7. Permanent irrigation is required for all landscaping within the project. Alternatively, a xeriscape plan may be designed by a licensed landscape architect for review and approval by the Town Planner.

8. Internal private roads, even though built to parking lot standards, will meet the landscape requirements for streets rather than landscape standards for parking lots.

9. Parking garages shall be designed to screen the view of parked cars. Where commercial or residential space is not provided to accomplish this, features such as planters, decorative grilles, or works of art shall be used.

10. Any sidewalk level façade of a building or addition to a building that faces the street shall have at least 20% of the area located between 2 feet above

grade and 12 feet above grade in transparent windows and doors.

11. All driveways on a street shall be equipped with a caution system or mechanism to warn pedestrians of exiting vehicles.

12. Roofs of all new or substantially altered buildings shall incorporate one or more of the following features:

- a. Pitched roof form(s) with a minimum slope of 3:12.
- b. Terraced roof forms that step back at the uppermost floors.
- c. Parapets with overhanging cornices.

13. Orient vehicle drive-through driveways and service and delivery areas away from Main Street and Grand Avenue street frontages. Restaurant or bank style drive-through driveways and service and delivery bays/loading docks may not be located within building facades facing on either Main Street or Grand Avenue.

14. Coordinate all common area and street frontage outdoor lighting fixtures, benches, trash receptacles and tree grates. All pole light fixtures, benches, trash receptacles and tree grates within common areas and upon street frontages shall be of a common and substantially similar design. All outdoor lighting shall be downward directional with recessed light source to reduce unnecessary glare to adjacent properties and the night sky. This requirement does not preclude individual tenants to utilize their own outdoor furnishing within customer seating areas that protrude out into common areas and street frontages.

15. Provide continuous pedestrian links between buildings, sites, promenade, open spaces and public rights of way within and adjacent to the Point Ruston project. Pedestrian path layouts shall be designed to provide convenient connections between common areas, public greens, building entrances, shorelines, and the public right of way. This may require pedestrian paths between buildings or through parcels in addition to typical street-side walkways. Where walkways cross vehicle driveways or roads they shall be illuminated and constructed of paving materials that are visually distinct from asphalt paving.

16. Provide a minimum of 25% of the total façade lengths of buildings upon Main Street and Grand Avenue with covered walkways. Twenty-five percent of all walkways adjacent to buildings along both Main Street and Grand Avenue shall have coverings to provide for pedestrian protection from the weather, (i.e. 100 lineal feet of façade length would require 25 lineal feet of covered walkway). Particular attention should be given to building entrances and store front window displays. Projecting signs limited to the size requirements stated in Point Ruston MDP Section 12.1 are encouraged below awnings and covered walkway areas.

17. Nonfunctional and back-lit awnings are not allowed. Awnings shall be limited to traditional locations over windows, walkways, and entrances or over other architectural features where weather protection is needed. Awnings may not be back-lit or otherwise illuminated from behind unless the

awning fabric is completely opaque so that it blacks out all light.

8.0 VIEWS AND VIEW CORRIDORS

8.1 The Point Ruston MDP provides viewing opportunities and public access as shown on the Point Ruston site plan:

A. Grand Avenue/Grand Plaza – views, vehicular & pedestrian access

- Grand Avenue including sidewalks approximate width: 71 feet
- Grand Plaza approximate diameter: 200 feet (see FSEIS)

B. Central Avenue/Grand Plaza – views, vehicular & pedestrian access; approximate width including sidewalks: 33 feet

C. Cascade Avenue/Grand Plaza – views, vehicular & pedestrian access; approximate width including sidewalks: 65 feet

D. Open space between Buildings 15 & 16/17 – views & pedestrian access; approximate width: 68 feet

E. Yacht Club Road terminus between Point Ruston & Metro Parks property views, vehicular & pedestrian access; triangle-shaped corridor measuring approximately 40 feet at the T-intersection and widening out to approximately 143 feet at the shoreline

8.2 View corridors may move in location but must maintain established dimensions as stated above. Weather

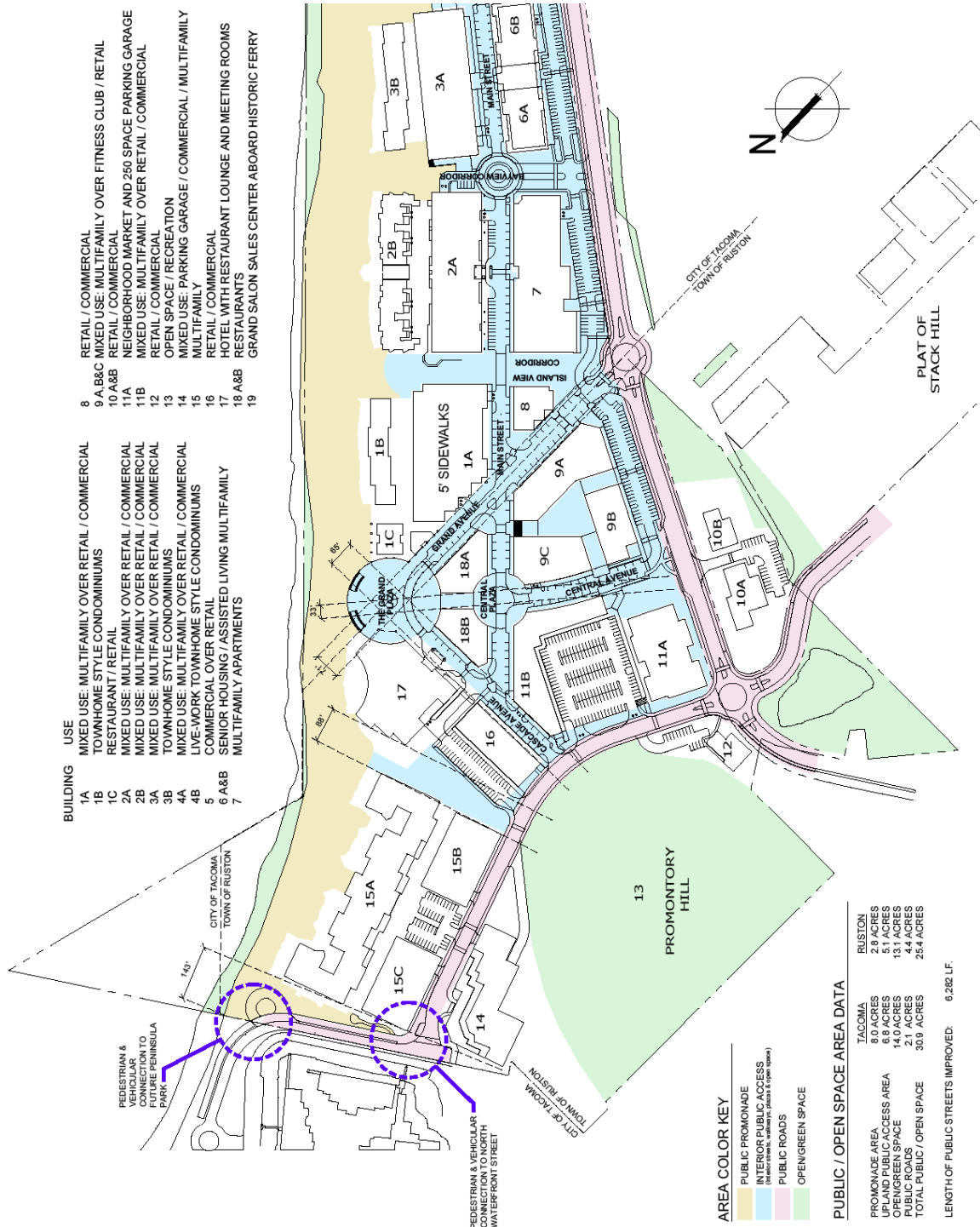
protection features, public art, or areas provided for public access such as viewing towers and pedestrian bridges, landscaping and vehicular and pedestrian roads and paths and landscaping are allowed in the view corridors. Buildings not exceeding 20 feet in height may be placed in the view corridors so long as they are disguised to appear as underground structures as viewed from areas to the West of the site and looking toward the water. Green roofs or other public amenities will be provided for structures in these instances.

8.3 A combination of conformance with height limits, a variety of building heights, view corridors through the site, landscaping, and building design will be used to reduce building dominance within the Point Ruston neighborhood.

8.4 Prior to occupancy of building 17, a 50 foot wide path shall be constructed along the shoreline connecting the future Peninsula Park with the Tacoma water front park on Ruston Way. The remainder of the promenade shall be constructed as depicted on the conceptual site plan and in accordance with phasing of the project as outlined in Section 2.3

8.5 The Point Ruston project shall recognize the important function that Yacht Club road makes to public access of the future Peninsula Park, Point Defiance Park, promenade, and the Tacoma waterfront park on Ruston Way.

Table 8-1 Open Space, Access & View Corridors with Dimensions



9.0 PUBLIC ACCESS, PARKS & OPEN SPACE

Parks and open spaces in the Point Ruston MPD (and FSEIS) include:

- Shoreline Promenade (Point Ruston Waterwalk)
- Grand Plaza
- Park-like open space between Buildings 15 and 16/17
- Promontory Hill Park

TABLE 9-1

Park or Open Space	Classification	Improvements/Features
Shoreline Promenade	Regional Park	Hard & soft surface walkway averaging 100 feet in width built along the entire extent of Ruston's shoreline (800 LF) to be used by walkers, joggers, and cyclists. Amenities include street lighting, street furniture, gathering places, fountains, public art and other public attractions such as kiosks and fire pits.
Grand Plaza	Regional/Local Park & Open Space	Highly stylized public gathering area with central fountain, public seating areas, view terraces, outdoor restaurant seating areas, access to hotel, commercial, restaurant and retail area.
Open space between Buildings 15 and 16/17	Open Space	Grassy area with trees and landscaping with a sidewalk or trail leading from Yacht Club Road to the shoreline promenade
Promontory Hill Park	Neighborhood Park & Open Space	Children's play area, large open field, picnic shelters, interpretive signage, open grass field suitable for a sports field, and other general site enhancements

10.0 PUBLIC SERVICES

10.1 Utilities

To provide for ease and continuity of service, it is the intention of the Town of Ruston that the Point Ruston development be served by the same public and private utility providers serving that portion of Point Ruston located within the City of Tacoma.

This would include both public and private utility providers as follows: Tacoma Public Utilities (water, power and Click! telecommunication services); Tacoma Public Works Utilities (sanitary sewer and storm water facilities, and street lights in public rights-of-way); Ruston (solid waste); Puget Sound Energy (natural gas); and possible additional private telecommunications or utility providers.

Utilities will be designed in accordance with the appropriate utility providers' design standards.

FSEIS indicated that needed improvements would be paid by Point Ruston on a shared, pro-rata basis.

10.2 Fire & Police

As Point Ruston is built out, it is assumed there will be an increased need for equipment and personnel to meet the Town's needs, and that the nature of the increases will be made based on risk management analysis completed by the Town. In accordance with Ruston's Comp Plan, revenues from property and other taxes are expected to pay for incremental fire and police services.

Police and fire services were analyzed in the 2008 FSEIS according to current Level of Service standards (LOS). The

11.0 TRANSPORTATION AND TRAFFIC

The Point Ruston MDP incorporates traffic mitigation measures identified in the Point Ruston Final Supplemental Environmental Impact Statement (FSEIS) dated March 27, 2008. The FSEIS analysis states that with the recommended mitigation measures in place, the Point Ruston development would not result in significant adverse impacts. Traffic improvements will take place in both Ruston and Tacoma and are outlined in the FSEIS.

Schedule for Making Improvements

Point Ruston has committed to providing the identified frontage improvements on Ruston Way and Baltimore Street by the time the project generates 450 PM peak hour trips (30% of the total trips forecasted). All other improvements will be in place by the time the project site generates 600 PM peak hour trips (40% of the total trips forecasted). This commitment will ensure that all of the mitigation is in place by the time 40% of the forecasted PM peak hour project generated trips materialize.

Table 11-1
Traffic – Level of Service (LOS) Definitions

LOS	Seconds of Delay		Operational Characteristics		
	Signalized	Unsignalized	Maneuverability	Driver Comfort	Average Travel Speed
A	≤ 10	≤ 10	Almost completely unimpeded	High	Speed limit
B	> 10 and ≤ 20	> 10 and ≤ 15	Only slightly restricted	High	Close to speed limit
C	> 20 and ≤ 35	> 15 and ≤ 25	Noticeably restricted	Some tension	
D	> 35 and ≤ 55	> 25 and ≤ 35	Severely limited	Poor	Some slowing
E	> 55 and ≤ 80	> 35 and ≤ 50	Extremely unstable	Extremely poor	Significantly slower than speed limit
F	> 80	> 50	Almost none		

Source: Highway Capacity Manual (HCM) maintained by the Transportation Research Board (TRB), which falls under the National Academy of Sciences and represent the national standards used to evaluate transportation facilities.

Ruston Comp Plan, Section 5.3

- Level of Service A is defined as free flow with low volumes and high speeds.
- Level of Service B is defined as stable flow, but speeds are beginning to be restricted by traffic conditions.
- Level of Service C is defined as stable flow, but most drivers can select their own speed.
- Level of Service D is defined as approaching unstable flow, and drivers have little room in which to maneuver.
- Level of Service E is defined as unstable flow with short stoppages.
- Level of Service F is defined as forced flow at slow speeds; lines of vehicles at certain intersections.

Source: Highway Capacity Manual (HCM)

12.0 SIGNAGE

12.1 Sign Standards

The following regulations concerning signs apply to all existing and proposed developments on the shoreline of the Town of Ruston.

1. Signs shall be for the purpose of identifying a development or business, advertising services and goods available, providing direction (e.g., highway signs), or providing information (e.g., historic or educational information or public park facilities and activities).

2. On-premises signs may be either freestanding or constructed against, painted on, or attached to buildings as permitted in #3 below. Signs shall not be permitted on trees, rocks, or other natural features that are part of the existing environment. Outdoor advertising signs, billboards, and portable signs shall not be permitted, with the exception of “A-Boards” and those associated with outdoor food sales as defined under “Land Use.”

3. The following are regulations concerning the size limitations of signs apply to all proposed and existing developments on the shoreline and associated wetlands or wetland areas of the Town.

A. Multiple-Family Residential

One freestanding sign not exceeding 15 square feet in area per face and not greater than six feet in height, or one building face sign 20 square feet in area, shall be allowed for each development site.

B. Commercial

(1) One freestanding sign not exceeding 45 square feet in area per face and not greater than 15 feet in height, or one building face sign 60 square feet in area, shall be allowed for each building site

(2) Commercial development shall be limited to one freestanding sign not to exceed 30 square feet in area per face, and not greater than eight feet in height, or one building face sign 60 square feet in area, for each development site.

(3) In addition, where a building contains one or more tenants, each tenant may have a single building face sign which shall be limited to a maximum total area of six square feet. Coordination of tenant building face signs in appearance and design shall be required. The allowable freestanding sign may also be utilized as a joint directory sign.

C. Industrial

One freestanding sign not exceeding 30 square feet in area per face and not greater than eight feet in height, or one building face sign 60 square feet in area, for each development site.

D. Wayfinding signage and historical markers are allowed.

3. Signs on buildings shall not extend above or beyond the edge of any wall or other surface to which they are attached, nor shall they extend more than 12 inches beyond the surface to which they are attached.

4. A freestanding sign may be placed anywhere on a site where it shall not significantly degrade a vista, viewpoint, or view shed available to the public per the 2008 SEIS, or impair the visual access to the water from such view areas, and shall be located within a landscaped area unless otherwise permitted.

5. Signs for buildings having both land and water access may have one sign facing landward and one facing seaward.

6. Freestanding signs may be located within public street rights-of-way subject to approval, provided that a street occupancy permit for the public rights-of-way has been obtained by the owner to allow such placement. Freestanding signs may be located on private streets and a street occupancy permit is not required.

7. Temporary signs shall be allowed only for sale, lease, or rental of property, political advertising, signs denoting the architect, engineer, or contractor when placed upon work under construction or signs promoting special public events such as festivals, exhibitions, and performance events.

8. Signs required for safety and security, customarily incidental to the use of the property (e.g., promenade or marina dock rules and regulation signs and bulletin boards) shall be allowed.

9. Indirect illumination and floodlighting shall be the only allowable means of illumination of signs. All external lighting shall be directed down and away from the water and adjacent properties to minimize the effects of light and glare upon adjacent uses. No external bare bulb illumination of signs shall be allowed.

10. No flashing, revolving, fluttering, undulating, animated, or otherwise moving signs shall be allowed.

11. Signs, with the exception of wayfinding signs or banners, shall be of permanent materials (no fabric, cardboard, paper, etc.) unless otherwise approved. No inflatable or other devices shall be displayed for the purpose of attracting attention to a single building or store. The proper display of governmental or official notices, flags, emblems, or insignia shall not be restricted.

12. Way finding signage shall be provided to direct the public to the parking lots fronting on Ruston Way, the parking structure on Yacht Club Road, and the on-street parking on Grand

Avenue and Main Street, indicating that they are available to the public for shoreline access.

13. Graphics or super-graphics utilized for advertising or identification purposes shall meet the size limitations specified for building face signs in #3 above. Graphics or supergraphics utilized for aesthetic enhancement or decoration shall not be restricted by the provisions hereof, but shall be reviewed and approved prior to installation

14. Signs proposed to be added to the development subsequent to permit approval or to a preexisting use shall be reviewed and approved by the Town for consistency with this development plan.

15. Variances are allowed per Ruston's Zoning Code Section 25.01.110.

DEFINITIONS

Definitions not specifically defined herein can be found in RMC Title 25. Webster's Unabridged Dictionary will be used for definitions not found either in this document or RMC Title 25.

Base Elevation or Native Soil

As defined in Ruston's Municipal Code, Section 25.01.060, "The U.S. EPA Superfund Cleanup finished excavation, fill, final grading and completion of land work shall be considered existing native soil for the purpose of building height requirements as specified by the Town of Ruston. See also description found in Section 4 of this plan and Table 4-1.

Building Height

See description in Section 4 of this plan.

Building

"Building" as defined by the Building Code.

Decorative Grille

An open framework of metal, wood or other material arranged in a pattern that effectively obscures the views of parked cars in an off-street parking structure from the street.

Development

All improvements on a site including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved land.

District(s)

Informal area for infrastructure phasing and general marketing purposes and used to describe and distinguish areas analyzed in the 2008 SEIS; does not constitute a zoning overlay.