Lake Forest Park
TOWN CENTER
Heart of the Community

FRAMEWORK DESIGN GUIDELINES








ADOPTED, FEBRUARY 25, 2021

Lake Forest Park
TOWN CENTER
Heart of the Community

TABLE OF CONTENTS

1 Introduction

Consistent with the Town Center Framework Design Guidelines, originally adopted in 2005 by the City of Lake Forest Park, this update provides design guidelines for the Lake Forest Park Town Center supplementary to and supportive of Lake Forest Park Municipal Code (LFPMC) provisions in Chapter 18.42 and other LFPMC provisions as applicable.

This document presents a "framework" of guidance intended to help clarify community expectations for Town Center. In addition to the design guidelines in Chapter 5, this framework also includes in Chapter 3 the Vision for Town Center adopted in 2019 by the City Council in Resolution 1746. The Vision for Town Center is conveyed through a set of foundational goal statements to guide future changes and redevelopment activities at Town Center.

These Town Center Framework Design Guidelines were adapted from the original document created by Mithun with Heartland LLC in 2005. These Framework Design Guidelines have been updated and expanded to support the Vision adopted by City Council in 2019, and include extensive input received through community engagement and through interactions with the Lake Forest Park Planning Commission and City Council.

2 The Vision for Town Center

Town Center is the heart of Lake Forest Park. It is home to some of our gathering places and central to our sense of community. It is also our retail and civic core and anticipated to have housing and be a multi-modal hub for our community's mobility needs. At the time of this drafting, the community is grappling with questions of housing density, building height and stewardship of lands that are largely in private ownership. This challenge has been one long facing the community–dating all the way back to its incorporation.

In 2004, the community went through a process to establish the current Town Center subarea plan and code. In 2016, the voters of the Puget Sound area enacted ST3, which is a Sound Transit funding initiative that will bring bus rapid transit, bus only lanes and a park and ride to Lake Forest Park. This anticipated development sparked a community effort to establish or update creek/culvert, parks, streets, highways, and subarea plans for the broader Town Center area.

In 2017 through 2019, the City engaged its citizenry in stakeholder interviews, a community task force recommendation, council deliberations and direct community input to guide the development of this Vision. All of that input refined previous community efforts that described a town center as human scale and providing space to live, shop, work, gather, connect, and engage - always with stewardship as a core value. The region has validated our community's sense of center with its mobility investments and commitments in both roadways and permanent transit systems. This regional recognition and commitment, while validating, comes with the challenge and constant pressures of regional efficiency over community values.

The Native American people who originally cared for the lands that became our community have passed to us the responsibility to care for our lands, water, and creatures. As a result, our community's environmental ethic is a living practice that envelops our stewardship of the private and public lands and waters in and around Town Center. At Town Center, our Vision is clear that the natural environment should be celebrated in the trees, lands, buildings, and connections within the site as well as to/from the regional systems. At its core, Town Center and its uses are about and designed for people. And while the area is central to the region, its primary focus is on the people of Lake Forest Park. Lake Forest Park also believes that Town Center is the hub of mobility for our residents. We recognize and respect that mobility will occur

through a variety of modes–and that these modes of travel are constantly evolving.

We are committed to a belief that the State Routes that trifurcate our community and bind two of three sides of our Town Center will not define this area as a pass-through community. We further believe that all forms of transit are significant (and growing) ways that the people of Lake Forest Park connect with the region around us. Complementing these trips and the uses of Town Center, facilities for pedestrians, bicycles and light-use electric mobility vehicles are central to and prioritized in, around and to/from the area.

Recognizing Town Center as a purely commercial hub is inconsistent with the integrated vision and stewardship of Lake Forest Park. We envision people living, as well as working, transacting, engaging, and connecting at and around Town Center. Housing should be in alignment and scale with the community and contribute to the stewardship of the land and waters of the area. We welcome developers as partners with the community, openly engaging in how the results of their work contribute to our vision, stewardship, and sense of place.

The following future-looking statements articulate aspects of how we envision our stewardship to result in the Town Center as the heart of Lake Forest Park.

Placemaking, Vibrancy, and Public Spaces

GOAL TC-1. The Town Center is a vital community gathering place that provides a sense of place for our residents and the region alike. Civic and public spaces have been added as part of redevelopment and improvements following adoption of this Vision. In concert with the redevelopment or improvement of Town Center, the Farmers' Market continues to be a vibrant element of the community, and Third Place Commons has been made a permanent fixture of Town Center in partnership with the City, community, and the area's primary property owner.

GOAL TC-2. The sense of place, economic vibrancy, environmental sustainability, and community uses are preserved and strengthened at the Lake Forest Park Town Center.

GOAL TC-3. Town Center (with redevelopment) has a network of useable and engaging public open space and amenity areas (parks, plazas, trails, trees, play areas, and other social and recreational areas with amenities) that are well connected to and designed to be appropriately compatible with residential and non-residential uses at the site.

GOAL TC-4. Town Center's sense of place is achieved through high quality design and development that emphasizes the Town Center's role as the place where the community gathers.

GOAL TC-5. Public art and creative expression (which could be stand-alone works or elements integrated into design) are a hallmark of the Town Center.

Sustainability

GOAL TC-6. Town Center is a regional model of environmental stewardship that celebrates its natural environment, including through building design, art, wayfinding, and ways to provide environmental awareness and education.

GOAL TC-7. Best practices in stormwater management and enhancing water quality are extremely important to the community. Town Center includes a variety of low-impact development measures, green stormwater infrastructure, enhanced tree canopy coverage, and Lyon Creek corridor enhancements which improve ecological functions and water quality in the creeks and lakeshore that surround the property.

GOAL TC-8. The tree canopy, throughout the interior of Town Center, is an important feature of the site. Town Center also features an enhanced Lyon Creek corridor, scenic views, and other natural features within and adjacent to the site as public amenities and protected as environmental resources.

Multimodal Connectivity

GOAL TC-9. Town Center is a hub of direct, convenient pedestrian and bicycle access ways to transit and mobility services, including the Bus Rapid Transit (BRT) on Bothell Way NE/SR 522, City bike and pedestrian paths, electric light vehicle mobility, and the Burke-Gilman Trail, as well as retail, commercial and residential uses at the site.

GOAL TC-10. Following the rigorous traffic and pedestrian safety analysis that is required to precede any redevelopment or improvement of the area, Town Center automobile, bicycle and pedestrian circulation is greatly improved over 2019 conditions. Commuters accessing park-and-ride facilities, as a result of Sound Transit investment, have adequate vehicle queuing and throughput to and from the State Routes surrounding the site, as well as safe and distinct bicycle and pedestrian routes. Commuter traffic access has been designed to minimize the use of cut-through routes in local neighborhoods.

GOAL TC-11. Town Center has safe and functional multi-modal access to all uses and locations across Town Center that connects with existing and transit services, adjacent City bike and pedestrian paths, the Burke-Gilman Trail and City parks. Internal movement of automobiles and people through Town Center have been sufficiently redesigned to both increase safety and enhance peak travel conditions.

GOAL TC-12. The City's adopted transportation plans, Safe Streets and Safe Highways, are living plans that have resulted in enhanced multi-modal access to, from, and within the Town Center.

Pedestrian Realm

GOAL TC-13. While recognizing the importance and role of motor vehicles at the site, Town Center is a model for pedestrian safety and pedestrian-friendly design best practices, such as Pedestrian First tools, creating a safe, well-connected pedestrian network across the entire site that is successfully integrated with other modes.

Parking for Vehicles and Bicycles

GOAL TC-14. The right amount of vehicle parking (right-sized) at the site is available to adequately, and in a combined/shared manner, serve all needs, functions and uses without resulting in excess parking or in negative impacts to surrounding neighborhoods. Additionally, bicycle parking is provided as necessary infrastructure to meet the community's needs for retail, commercial, civic, residential and commuter uses. It is also important to note that the site has developed to provide space for new electric light vehicle uses to be integrated with land uses and transit.

GOAL TC-15. Parking has been designed and developed in a way such that parking, particularly structured parking, is integrated with the other uses of the site and blends both with the natural environment and within the site so that it is not a visually predominant element of Town Center.

Civic and Public Services and Utilities

GOAL TC-16. Public services and utilities services have been proactively planned to accommodate future growth and change at the Town Center. Value is placed on the location of City Hall at Town Center. City hall is visible, accessible, and well-integrated into the design of the entire site. City Hall is a model for the civic engagement, service delivery, and as a place of community pride.

Mixed Land Uses at Community Scale

GOAL TC-17. Town Center is a pedestrian-friendly, vibrant mix of commercial, civic, residential uses, public open spaces, and natural areas at Town Center. Housing and other development is in alignment and scale with the community and contributes to housing availability for diverse ages and needs, as well as the stewardship of the land and waters of the area. While there are areas of the site that emphasize certain types of uses (commercial, residential, civic), the flexibility to align complementary uses has been maintained through master planning. Not only has Town Center developed with this integrated internal uses plan, but its uses are also complementary to adjacent communities and Lyon Creek.

GOAL TC-18. Town Center has become a vibrant hub of activity with land uses and community access oriented toward and taking advantage of transit, bicycle, pedestrian, and other shared or non-motorized trip activity of the greater community.

Town Center Character

GOAL TC-19. Town Center evokes a "Village in the Forest" experience and maintains a healthy relationship to the natural surroundings. Development at the site has recognized the value and contribution to a sense of place provided by the scenic views of Lake Washington and Mount Rainier.

GOAL TC-20. The site has unified design elements, including architectural and wayfinding features that contribute to Town Center's character and sense of place.

GOAL TC-21. The site honors and recognizes the Native American people who first lived here, as well as the vision of Ole Hanson through its design, amenities and educational opportunities.

GOAL TC-22. The site has been redeveloped with the pedestrian experience at its core, including human-scale interactions, and design using high-quality, natural materials representing the Pacific Northwest character and style.

3 Town Center Context

The Lake Forest Park Town Center is located at the intersection of SR 104/Ballinger Way NE and SR 522/Bothell Way NE in the City of Lake Forest Park, King County, Washington, near the northern end of Lake Washington. Town Center encompasses 20.49 acres, situated near the southeast border of the incorporated City of Lake Forest Park, a land area of 2,260 acres. While the Town Center comprises less than one percent of the city's total land area, it functions as its primary commercial and civic center and is often described as the heart of the Lake Forest Park and a gateway to the broader community. Given this importance to the community, the public and stakeholders have identified that there is a need for enhanced and expanded public use, open space, and a greater sense of civic identity at Town Center.

Lake Forest Park
TOWN CENTER
Heart of the Community

The Town Center currently has the general character indicative of a retail complex developed in the mid to late twentieth century–suburban form with commercial/retail, restaurants, office, and civic uses in buildings of varying heights and sizes and broad expanses of paved parking areas and access roads. Civic uses include City Hall, Lake Forest Park Police, a branch of the King County Library, and the Northshore Fire Department. Of the total 20.49 acres of land at Town Center, 16.83 acres are under one ownership at the time of this adoption. The remaining 3.66 acres are owned by other private entities.

At the time of this adoption, Sound Transit plans to build a bus rapid transit (BRT) system from Shoreline to Woodinville, connecting to the light rail system in the I-5 corridor and following the route of NE 145th Street and Bothell Way NE (SR 522). The project, which is part of the voter approved ST3 package of regional transit improvements, would include multiple BRT stations in Lake Forest Park, including one station pair at Town Center, as well as improvements to intersections and sidewalks connecting to the stations. Sound Transit has identified Town Center as the representative project location for a new park and ride structure with space for approximately 300 vehicles.

TOWN CENTER AERIAL

Lake Forest Park
TOWN CENTER
Heart of the Community

TOWN CENTER CONTEXT MAP

The Town Center is in a designated urban area of the Puget Sound Region and is zoned with the "Town Center" (TC) zoning classification, regulated by Chapter 18.42 LFPMC.

The intent of the TC zone is to encourage neighborhood and community scale developments and uses that create interesting and vital places for residents of the city and the nearby community. These Town Center Framework Design Guidelines work in concert with the LFPMC to guide land use, infrastructure improvements, and redevelopment at the Town Center. These Framework Design Guidelines apply to all parcels within the TC zoning with the overall intent to encourage the coordinated redevelopment of the TC zone. Although, a redevelopment proposal need not include all parcels within the TC zone, any redevelopment proposal will be reviewed within the spirit and intent of the Framework Design Guidelines.

KEY

- Boundary of Vision Study Area
- Town Center Planning Area
- Neighborhood Business Zone
- Corridor Commercial Zone
- Creeks

PROPERTY OWNERSHIPS

1. Windermere Real Estate
2. Merlone Geier Partners
3. City of Lake Forest Park
4. Starbucks
5. Arco
6. Northshore Fire Department

4 Purpose of the Framework Design Guidelines

Objectives

These Framework Design Guidelines have been developed in accordance with the following objectives.

First, the guidelines seek to encourage redevelopment of the Town Center in a manner that is compatible with and an enhancement to the overall Lake Forest Park community. The City will be seen as a partner in Town Center's future redevelopment.

Second, the guidelines offer more intensive development capacity in exchange for important community amenities through the mixed use bonus provisions. Allowing additional or different development to occur creates value. Portions of this increased value can be allocated toward enhancing public aspects of the redeveloped Town Center.

Third, the guidelines seek to increase certainty for the community, the City, and future developers and project proponents at Town Center.

Applicability and Administration

The Framework Design Guidelines promote these objectives by guiding design, infrastructure improvements, and redevelopment at the Town Center regardless of the extent or size of the proposed improvements. There are design elements that apply to all projects authorized under Chapter 18.42 LFPMC, and there are some design guidelines that are only applicable to more intense or extensive projects that require a Development Agreement with the City.

These guidelines complement provisions of Section 18.42 of the Lake Forest Park Municipal code (LFPMC). The City of Lake Forest Park Planning Director (Director or code administrator) will administer these Framework Design Guidelines (Guidelines) and ensure that new development meets their intent, as provided in LFPMC 18.42. The review of a development project application with respect to the Guidelines will be the same as, and concurrent with, project review with respect to the zoning provisions.

Bonus Incentives

The Framework Design Guidelines include a system of incentives for redevelopment framed around two potential bonus levels of redevelopment intensity:

Mixed Use Bonus, Level 1: Building height can be increased to up to an additional ten (10) feet maximum if one public benefit is provided from the list in Section 5.5 of these Framework Design Guidelines. Refer to the LFPMC 18.42.130 (D.) for height limit requirements.

Mixed Use Bonus, Level 2: Building height can be increased to up to an additional twenty (20) feet maximum if two or more public benefits are provided from the list in Section 5.5 of these Framework Design Guidelines. Refer to the LFPMC 18.42.130 (D.) for height limit requirements.

Statements of Intent and Provisions

Each set of framework design guidelines in the following sections of this document is accompanied by a statement of intent that describes why implementation is important. The statement of intent is followed by the actual provisions, which may be either mandatory or voluntary as further described below.

The Use of "Shall" and "Should" and Other Terminology in these Framework Design Guidelines

The terms used in the guidelines indicate whether provisions are required or whether they are discretionary, but highly recommended and desirable.

SHALL–The use of the term "shall" (or "shall not" in the negative) represents a requirement of the design to meet the intent of the guideline. This provision must be followed as part of planning, design, and implementation of the project.

SHOULD–The use of the term "should" (or "should not" in the negative) indicates a provision that is strongly encouraged, but that is not an absolute requirement. Compliance with this provision is voluntary, but highly desirable to the community.

Lake Forest Park
TOWN CENTER
Heart of the Community

5 Framework Design Guidelines

Design Guidelines for Town Center are presented within the following sections:

5.1 Town Center Character and Site Planning

5.1.1 "VILLAGE IN A FOREST" CHARACTER AND PACIFIC NORTHWEST DESIGN ELEMENTS

INTENT:

The Town Center is surrounded by forested neighborhoods on sloping terrain with mature trees and a strong sense of connection to Lake Washington. These qualities are emblematic of the community's name, Lake Forest Park. Architectural design quality is an important factor in the character of Town Center, as well as the character of the Lake Forest Park community overall. Town Center is the heart of the Lake Forest Park community, and as such, it is desirable for architectural design and the aesthetics of buildings and structures to be a source of pride for residents and blend well the Lake Forest Park setting.

The Lake Forest Park community is interested in a design style and aesthetic for buildings and site improvements that is emblematic of high-quality Pacific Northwest design and architecture and that creates the sense of a "Village in the Forest." Refer to **Figure 5.1**.

5.1

Whistler Village in the Summer, British Columbia, Canada

Brookside Village Residential Community, Auburn, WA

5.2

Pacific Northwest design incorporates elements of the rustic, craftsman, and Cascadian styles, as well as elements inherent to Japanese architecture, such as strong interrelationships to the surrounding site and environment. It is sometimes known as Northwest Modern or a regional variant of the International style. Pacific Northwest design often responds to and takes advantage of the climate. This may include providing overhanging roof lines and awnings for weather protection and leveraging access to natural light and solar energy with south facing windows. Buildings may be built into topography and designed to blend within the setting; architecture may appear to rise from the landscape. Design may represent the state of the practice in sustainability and green building, emphasizing energy efficiency, water conservation, and other eco-friendly elements. **Refer to Figures 5.2, 5.19, 5.21, 5.22, 5.38, and 5.40.**

5.3

University Village, Seattle, WA

PROVISIONS:

The design of the site and architecture shall be representative of Pacific Northwest character and style, incorporating ten (10) or more of the following elements:

a. Strong interrelationship with the surrounding site and environment with direct points of access and visual connections between indoor spaces and outdoor spaces. Floor plans should be more open from one area to another with indoor and outdoor spaces that are more flexible and informal and less rigid and formal. There is a direct interaction between indoors and outdoors with a focus on "bringing the outdoors in" and indoor spaces that can spill outside with large movable or roll up doors open to patios and seating areas. Outdoor spaces (gardens, terraces, patios, decks, outdoor cafes) are an extension of indoor spaces, designed to be comfortable and inviting. **Refer to Figures 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, and 5.11.**

b. Buildings that are well integrated with the site and landscaping, oriented to capture views of forests/groves of trees and natural features (Lake Washington, Mount Rainier, Lyon Creek, territorial views of Puget Sound forested lowlands, and immediate views of the outdoors). Design and the openness of facades accentuates and frames views of the outdoors and unique natural elements. **See Figures 5.1, 5.8, 5.12, 5.13, 5.14, and 5.15.**

c. Strategic placement and use of windows and glazing for access to natural light (bringing light deeper into the building) and to reinforce the relationship between indoors and outdoors. This may include large windows that extend the full length of walls (floor to ceiling transparency) along signature spaces and placement of windows and use of light shelves and skylights to optimize the relationship with natural light from different angles and to provide visual connections with the outdoors. **Refer to Figures 5.5, 5.7, 5.10, 5.11, 5.16, and 5.23.**

d. Extensive use of timber/wood (left in natural color/non-painted) as a predominant architectural material (exterior and interior); wood (or high-quality wood composite) is often used as a predominant siding material. Cedar and fir are commonly used, along with other wood native to the Pacific Northwest. **See Figures 5.12, 5.17, 5.18, 5.19, and 5.20.**

e. Exposed timber/wood structural elements, including visible post and beam construction and other details; in modern buildings, the use of emerging products such as mass timber (including cross-laminated timber), as well as the use of steel combined in the structural detailing is common. **See Figures 5.8, 5.11, 5.15, 5.17, 5.19, 5.20, and the collages of images in Figures 5.21 and 5.22.**

Lil Bit Cafe, Kenmore, WA

Mazama Brewing, Orenco Station, OR

5.4

5.5

Examples of Indoor/ Outdoor Relationships in Pacific Northwest Design

5.6

Senior Living Facility with Biophilia Memory Care Units

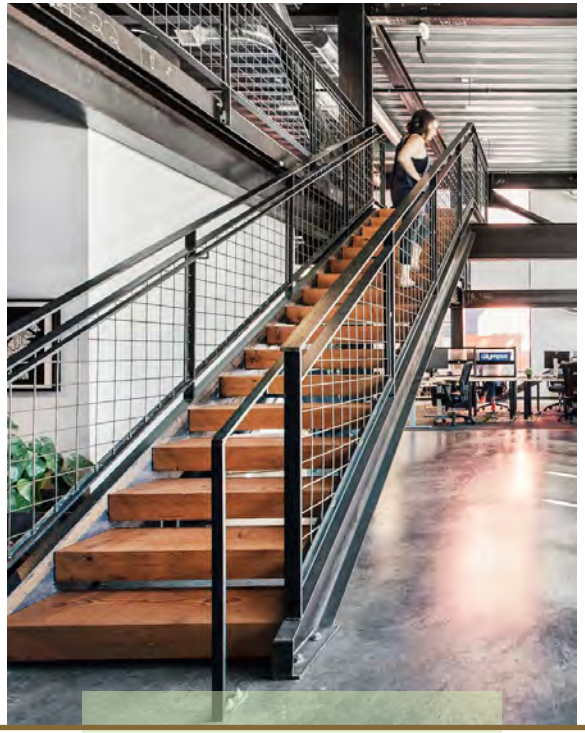
5.7

Seaplane Restaurant, Kenmore, WA,
Dahlin Group Architects

5.8

Rock Creek Restaurant, Seattle, WA, Graham Baba Architects

5.9



Glympse Office Space, Seattle, WA, Graham Baba Architects

5.10

These images are of the Elson S. Floyd Cultural Center, Washington State University Campus, Pullman, WA, GGLO Architects

5.11

Melrose Market, Capitol Hill, Seattle

Oregon Zoo Education Center, Portland, OR Opsis Architecture

5.12

f. Metal and steel (such as exposed steel beams), finished in different ways–galvanized, weathered, or painted in dark tones and neutral or earth tone colors is used as an accent. **Refer to Figures 5.8, 5.12, 5.24, and 5.35.**

g. Exaggerated overhangs and architectural treatments that provide weather protection, such as wide overhanging eaves, roof extensions, and structural awnings (steel, wood, glass). **Refer to Figures 5.8, 5.12, 5.19, 5.21, 5.22, 5.24, 5.25, 5.26, and 5.27.**

h. Traditional forms often include gabled and sloped/pitched roof elements with pronounced eaves, while more modern forms often include more gently sloping or shed roof lines, as well as clean lines, right angles, horizontal emphasis, and other elements of pronounced geometry in the architecture. Roof lines may be symmetrical or asymmetrical and/or designed as signature architectural features. **See Figures 5.14, 5.17, 5.18, 5.28, 5.30, 5.89, and 5.90.**

i. Integration of other natural and regionally available materials, such as rock and stone, providing a mix of textures for exteriors and interiors; while natural stone is preferred, engineered or cultured stone may be used, as long as the quality, color, and selection are representative of natural stone. **Refer to Figures 5.15, 5.17, 5.21, 5.22, 5.36, and 5.48.**

j. Exposed concrete foundations and accent walls at the base of structures, which may be board-formed, exposed aggregate, or have other distinctive finish treatments (on visible sides of the buildings). **See Figures 5.21, 5.22, and 5.27.**

k. The color palette is complementary to the natural environment, such as neutral or earth tones that blend buildings into the surrounding landscape and integrate well with wood of the buildings and surrounding trees. Sometimes accent colors are used to emphasize articulation and other architectural features finishes may draw from colors and textures found in Pacific Northwest natural settings–forests, waters, mountains.

l. Distinctive and unique architectural elements may include rustic Cascadian and craftsman elements, curved roof elements/overhangs, juxtaposing or butterfly roof lines, Native American art from tribes of the Pacific Northwest, and other types of integrated art features. Japanese design influences may inspire interactions between indoor and outdoor spaces. Design creativity is strongly encouraged. **Refer to Figures 5.10, 5.15, 5.20, 5.26, 5.35, and 5.37.**

m. Accent lighting, architectural lighting, and site lighting that enhances the experience of place and draws attention to or highlights the quality, elements, and materials of the building architecture, landscaping, and other features, while minimizing light pollution across the site. **See Figures 5.19, 5.20, and 5.42.**

"Village in a Forest"

Careful attention to site planning and architectural design reinforces Pacific Northwest style and "Village in a Forest" character at Town Center. As a "Village in a Forest," Town Center is envisioned as a place with:

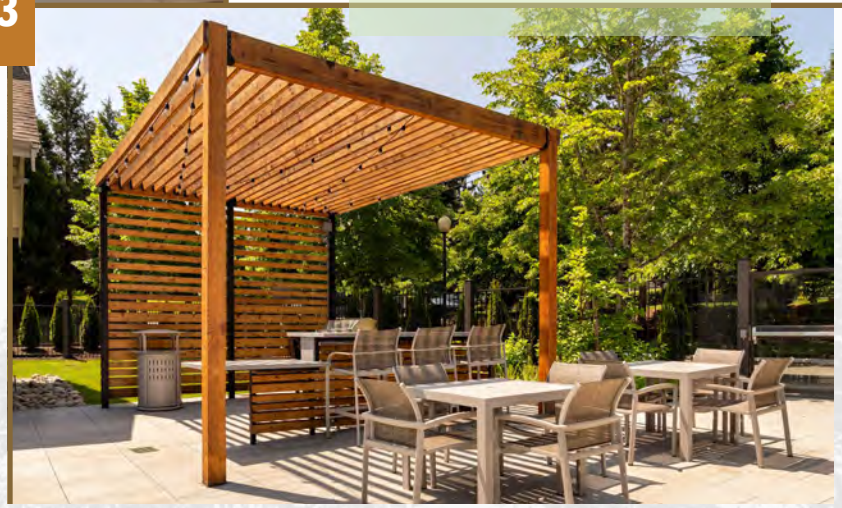
- ***A cohesive Pacific Northwest design style across the site that is timeless, reflected in all phases of redevelopment***
- ***A predominant sense of nature, with groves of trees, including extensive native evergreens in various open spaces and buffer areas***
- ***Buildings of varying heights, forms, and mass that all have Pacific Northwest character, but may convey their own unique character and sense of place***
- ***The use of similar materials throughout the architecture and site, representative of the region***
- ***Best practices in sustainability integrated throughout the design of the site and buildings***

n. Best practices in sustainability, including reused, recycled, salvaged, repurposed, and local materials and water and energy efficient systems; on-site energy generation are prevalent (solar panels, solar shingles, etc.). These practices can also include green stormwater infrastructure and low impact development, preservation of large trees in design, and generous plantings of trees and landscaping with new site development. Buildings may include green roofs, which conserve energy and soak up stormwater runoff on site. Water conservation through native and drought tolerant landscaping and capturing roof water runoff in cisterns for later use are also practices that address this provision. **Refer to Figures 5.2, 5.13, 5.38, 5.39, 5.40 (salvaged and repurposed materials), 5.42, and 5.63.**

o. With multiple buildings as part of a master site development, architectural design styles, colors, and materials are cohesive across the entire project, and while there may be differences in various types of buildings, there are elements of continuity to that help the development feel cohesive and unified, in a village-like character. **Refer to Figures 5.1, 5.2, 5.3, 5.41, 5.42, and 5.45.**

Example of Indoor/ Outdoor Relationship in Pacific Northwest Design

5.13



Brookside Village Residential Community, Outdoor Spaces and New Shade Structure, Auburn, WA

5.14

Kiwanis Village/Kiwanis Manor Assisted LIving, Vancouver, BC, Canada

5.15

Entrance to the Willows Lodge, and Interior View at the Lodge, Woodinville, WA

Barbur Shops Project, Portland, OR

5.16

Carter on the Park, New Mixed Use and Residential Project, Pedestrian and Bicycle Friendly Design, Redmond, WA

5.1.2 SITE MASTER PLANNING AND LAND USE EMPHASIS AREAS

INTENT:

In consideration of surrounding land uses, residential is best located on the northern portion of the site. Commercial is more appropriate in the southern portion of the site with its proximity to Bothell Way and the eastern portion of the site most suited for civic or public facility use due to the location of City Hall. **Refer to Figure 5.43.**

PROVISIONS:

a. With Major Town Center Design Review applications, the applicant shall submit a site master plan for the proposed project, which includes proposed phasing as well as the heights of buildings proposed, quantity of parking (structured and surface), size and character of common and public open spaces, square footages of land uses , and number of residential units per phase.

b. The applicant shall submit a site master plan that aligns with the land use emphasis areas shown in **Figure 5.43** or provide compelling reasons for varying from them.

FIGURE 5.43 LAND USE EMPHASIS AREAS

Aegis Living, Mercer Island, WA Ankrom Moisan Architects

5.17

5.18

Pan Pacific, Whistler Mountainside, Whistler Village, British Columbia, Canada

Ballard Library Seattle WA, with Timber Framing and Exaggerated Overhang, Bohlin, Cywinski, Jackson Architects

5.19

5.1.3 ORIENTATION OF BUILDINGS AND SITE SPACES TO VIEWS AND VIEW CORRIDORS

INTENT:

Views of Lake Washington, Mount Rainier, and surrounding forested terrain enhance the setting, reinforce the identity of Lake Forest Park, and add value to the experience of living, working, shopping, dining, and socializing at Town Center. Views to and from ground level spaces are desired, as well as upper story views from buildings and rooftops.

PROVISIONS:

a. The design should preserve and enhance views of surrounding and groves of trees, Lake Washington, Lyon Creek, and Mount Rainier through site planning and the design and orientation of buildings and spaces. **Refer to Figures 5.1, 5.13, 5.28, 5.32, and 5.42.**

b. The design shall consider the vistas and vantage points from public spaces when designing sites, buildings, and streetscapes, and from the pedestrian vantage point. Design shall consider how buildings would look from vantage points within the site and around the perimeter and provide architectural treatments and screening to ensure that service areas do not detract from these views. Views to and from public spaces should be enhanced and framed through strategic placement of trees and landscaping. These visual relationships shall be shown in the site master plan submitted with the application. **See Figures 5.1, 5.7, 5.32, 5.37, 5.42, and 5.44.**

c. The design shall provide visual continuity and visual connections across the site in order to enhance wayfinding and pedestrian connectivity. Pedestrians walking across the Town Center should be able to see from one major destination to another. Layout of buildings and site elements shall create axial relationships across the site, with pedestrian pathways that connect to visible features and landmarks. **Refer to Figures 5.13, 5.28, 5.32, 5.42, 5.46, and 5.51.**

d. The site design shall prioritize creating multiple locations where private residents as well as customers, employees, and visitors can enjoy views of Lake Washington, Mount Rainier, the forested surroundings, interior groves of trees, and Lyon Creek. **See Figures, 5.5, 5.7, 5.21, 5.22, 5.32, 5.36, 5.42, 5.44, 5.48, 5.49, 5.50, and 5.53.**

e. Open views of City Hall from the main entrance at SR 522 shall be maintained and enhanced as part of redevelopment.

5.1.4 CREATING A STRONGER SENSE OF GREEN AT TOWN CENTER

INTENT:

Open space, groves of trees, and landscaping reduce the visual presence of surface parking at Town Center and helps to screen and buffer the impacts of development on surrounding neighborhoods and properties. The community has clear expressed its desire that Town Center should have more of an emphasis of "green" (landscape) than "gray" (pavement) when redeveloped. Open space, trees, and landscaping also enhance the character and visual quality of the Town Center and blend with the surrounding forested neighborhoods. The community is strongly committed to maintaining a healthy tree canopy and desires that Town Center character is representative of a "Village in the Forest" aesthetic and transitions well with the forested surroundings.

PROVISIONS:

a. Redevelopment plans shall include landscaping, open space areas, groves of trees (including native evergreens), and street trees that visually predominate over surface parking areas. **See Figures 5.2, 5.13, 5.15, 5.25, 5.28, 5.32, 5.36, 5.42, 5.48, 5.50, 5.51, and 5.53**

b. Existing mature trees shall be preserved to the maximum extent possible and native plantings and habitat conditions within the Lyon Creek buffer shall be enhanced.

5.1.5 SOLAR ACCESS CONSIDERATIONS IN SITE PLANNING AND DESIGN

INTENT:

While the Town Center is envisioned as a village in the forest, it is still important for people working, living, shopping, and visiting Town Center to have access to natural sunlight throughout the day and in all seasons.

PROVISIONS:

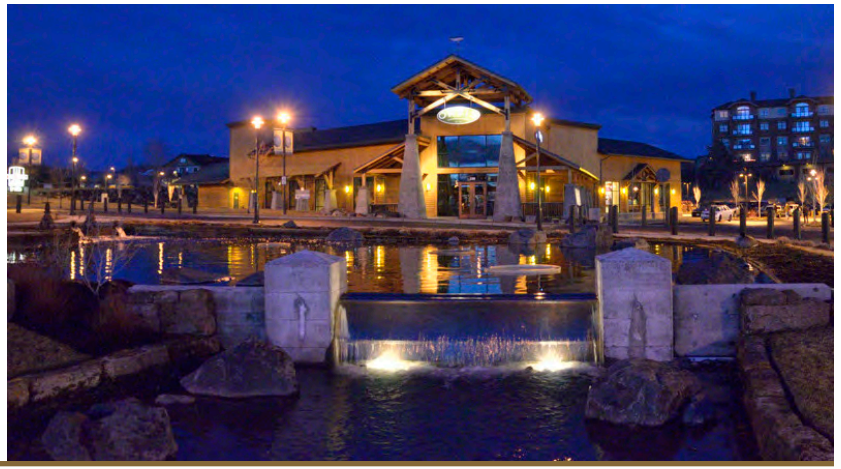
a. Each application for Major Town Center Review shall include a specific solar access/shade analysis at the time of application for each phase of development. The analysis shall include modelling that provides graphic representation showing the shadows that would be cast by the proposed structure(s) on the following dates of the year: June 21, September 21, December 21, and March 21. Models shall depict shadow conditions at 10:00 am, noon, 2:00 pm, 4:00 pm, and 6:00 pm for those dates.

b. The analysis shall show that solar access is available/present in the majority (51 percent or more) of publicly accessible open space areas on the Town Center site in the June 21 and September 21 models during the hours from 10:00 am to 6:00 pm.

c. Unavoidable temporary obstructions of solar access necessitated by construction activities (cranes, etc.), new trees and existing significant trees (as defined by LFPMC), or other necessary and lawful elements are exempt from these provisions.

d. **Figures 5.13, 5.32, 5.36, 5.42, 5.46, 5.48, 5.50, 5.51, and 5.53** show how public spaces and open spaces can benefit from solar access, which can be accomplished through careful design while also preserving existing trees and adding new trees and landscaping with projects.

Examples of Lighting that Highlight Pacific Northwest Design Features



5.20

5.1.6 PROVIDING DEDICATED SPACE FOR THE FARMERS MARKET/PUBLIC MARKET FUNCTIONS

INTENT:

The Lake Forest Park Farmers Market has been located at Town Center since 2005 and is highly important to the community that an outdoor space for the Farmers Market (referred to as the "public market" in LFPMC) continue to be dedicated in the future with any changes in site uses and development.

PROVISIONS:

a. As part of project planning, the applicant shall coordinate with the City and Farmers Market entities (Third Place Commons) to make provisions for a dedicated space for the Farmers/Public Market, and shall:

(1.) In the case of potential permanent relocation, shall demonstrate that there are suitable alternatives at Town Center for the Farmers/Public Market.

(2.) In the case of temporary impacts to the Farmers/Public Market location or access during construction, provide a suitable temporary relocation and safe means for parking and access to the market.

b. Site design shall facilitate convenient and safe pedestrian access to and from the Farmers/Public Market location.

c. Design shall include pedestrian amenities such as benches, seating, trash receptacles in proximity to the Farmers/Public Market space and shall incorporate access to electricity and water for food vendor trucks, carts, and tents. **Refer to Figures 5.25, 5.32, 5.36, 5.42, 5.48, 5.50, 5.51, and 5.53.**

d. With redevelopment, the design should address potential opportunities to utilize portions of building overhangs and structured parking areas adjacent to the dedicated Farmers/Public Market space to serve as covered outdoor market space. **See Figures 5.11, 5.25, and 5.26.**

Mass Timber/GLED Laminated Timber Beams, HGA Architecture

Cross Laminated Timber Construction at a Brew Pub in Quebec, Canada

5.21

Mass Timber Construction, Andy Quattlebaum Outdoor Recreation Center at Clemson University, designed by Cooper Carry in Collaboration with Clemson University's Wood Utilization + Design Institute

5.22

Mass Timber Framing at the Trailhead Outdoor Adventure Center, Minneapolis, MN, Design by HGA Architects

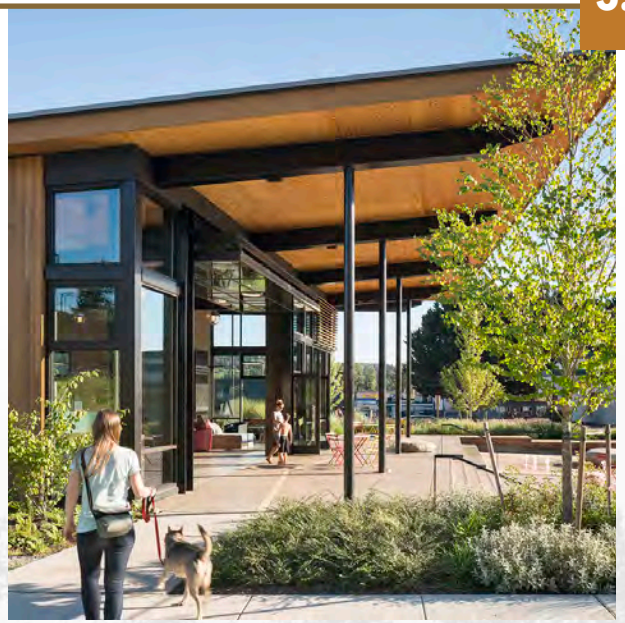
5.23

Mercer Island, Fire Station 92, Mercer Island, WA, Miller Hull Partnership

Trailbend Taproom, Ballard, Seattle, WA, Graham Baba Architects

5.24

Fulton Market/Mixed Use Project



5.25

The Hangar Community Building and Plaza, Kenmore, WA, Graham Baba Architects

5.26

5.27

Cowiche Canyon Restaurant, Yakima, WA, Graham Baba Architects

5.1.7 ENHANCE THE LYON CREEK CORRIDOR AS A FOCAL PUBLIC OPEN SPACE AT TOWN CENTER

INTENT:

Lyon Creek is an important natural feature at Town Center that is beloved by the community. As Town Center redevelops, there are opportunities for the Lyon Creek corridor to become more of a focal point in the design and function of the site, while also being properly protected and enhanced as an important natural area.

PROVISIONS:

a. Site design should enhance public visibility of and interaction with the Lyon Creek corridor, while continuing to protect environmental functions. For example, adjacent outdoor café spaces and gathering areas could be oriented so that they have a view toward the creek. **See Figures 5.4, 5.9, 5.13, 5.28, 5.37, 5.46, and 5.51.**

b. The design should include an expanded access to Lyon Creek through the addition of boardwalk areas and/or nature paths with overlooks along the creek corridor, along with interpretive displays that provide public education about the creek's function and values. **See Figure 5.44.**

5.1.8 ENHANCE CONNECTIVITY BETWEEN TOWN CENTER AND THE BURKE-GILMAN TRAIL

INTENT:

Redevelopment creates opportunities to enhance pedestrian and bicycle access between Town Center and the Burke-Gilman Trail to better connect Lake Forest Park residents to recreational opportunities and regional transportation destinations. Helping trail users get to Town Center from the trail enhances business and economic opportunities. The Burke-Gilman Trail serves an important role in connecting people to neighborhoods, parks, and other destinations in the community. See Section 5.2 for additional guidance.

PROVISIONS:

a. The design shall prioritize non-motorized circulation near pedestrian and bicycle crossings of SR 522 through the use of special features such as colored paving treatments and refuge islands, in addition to required signing and accessibility features.

b. The design shall consider opportunities in site planning and design to create more direct, efficient, and safe connections to all street crossings that provide a route of access to the Burke-Gilman Trail and City parks while not reducing pedestrian safety at existing crosswalk locations.

c. The design should include an analysis of business parking areas that would be appropriate for the public to use to access the trail during off-peak hours.

5.1.9 ON-SITE SOLID WASTE, RECYCLING, AND COMPOST FACILITIES AND ENCLOSURES

INTENT:

Enclosure and screening of recycling, solid waste, and compost facilities mitigates adverse visual, olfactory, or auditory impacts. Appropriately designed recycling storage areas that are convenient to use encourage greater levels of recycling by both commercial and residential customers. For requirements related to sizing and location of solid waste, recycling, and compost areas, refer to LFPMC 18.42.130 (J.).

PROVISIONS:

a. Storage spaces for solid waste, recycling, and compost shall be located under and within a covered area for weather protection. The design of the covered area shall be complementary to surrounding architecture and site design elements with materials that are consistent with those used in the primary buildings of the project. **Refer to the collage of images in Figure 5.54.**

b. Storage spaces for solid waste, recycling, and compost shall be enclosed and screened around their perimeter by durable walls or fencing and gates at least eight (8) feet high, with materials, colors, and detailing consistent with or complementary to the primary buildings of the project. Acceptable materials for the walls include brick, concrete block, or stone, with wood opaque gates. **See Figure 5.54.**

c. Covered, outdoor storage areas shall be sited adjacent to the drives and alley ways used by service providers, while also being located to minimize adverse visual, olfactory, auditory, and physical impacts to surrounding residences and businesses. Designers shall coordinate with service providers early in the design process to confirm siting requirements and how to design enclosures to fit available sizes and required quantities of containers/ bins/ dumpsters. The provision of compactors should be considered to reduce the overall quantity of refuse and storage space required.

d. Collection points shall be located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic and does not require a hauling truck to project into any public right-of-way or regularly used vehicle, pedestrian, or bicycle access ways.

e. Customers shall have access to weather-proof containers/bins/dumpsters with closing lids (as offered by service providers) within the covered and enclosed storage areas.

5.1.10 ON-SITE SERVICE AREAS AND UTILITIES–SCREENING AND ENCLOSURES

INTENT:

Fencing, site walls, and architectural screening prevent service areas from being a visual focus. These provisions encourage use of materials that do not detract from the overall appearance of Town Center and mitigate adverse impacts of mechanical equipment and service areas at ground and roof levels. Refer to LFPMC 18.42.130 for additional provisions related to fencing, screening, setbacks, and site perimeter treatments. For provisions related to roof-mounted equipment, see 5.3.8.

PROVISIONS:

a. Project designers shall coordinate with applicable service providers early in the design process to determine the best approach in meeting their access and service requirements.

b. All on-site utility lines shall be located underground.

c. Outdoor above grade, ground-mounted utility boxes, meters, mechanical equipment, electrical conduit, and other service and utilities apparatus shall be located to minimize their visibility to the public and so they are not visible from adjoining properties. Such equipment shall not be located on the front of buildings or facades facing public areas. If such elements are mounted in a location from a public space, they shall be screened with vegetation or by architectural features.

d. Service areas shall be located and designed to avoid negative visual, auditory (noise), olfactory, or physical impacts to surrounding residences and businesses, as well as adjacent residentially zoned properties. The City may require that the applicant demonstrate that such elements will not significantly impact neighboring properties or public areas.

e. Exterior loading areas and service vehicle drives (e.g., for delivery and service trucks) shall not be located within 80 feet of a single family residentially zoned property. Loading.

f. Exterior loading and service areas should not be visible from the regularly used public and private gathering spaces, sidewalks, and adjacent residential properties. Where the City finds that the only option for locating a service area is either visible from a public space or an adjacent residential property, the area must be screened with opaque landscape, walls, or fencing a minimum of eight (8) feet in height.

g. Design of structural screens and walls shall use materials and detailing consistent with primary structures on-site. Acceptable materials for walls include brick, concrete block, or stone, with wood opaque gates. Opaque, finished cedar fencing may be used as an alternative to a wall. Structural screens and walls shall be finished and painted to match the architectural character of the proposed development. Cyclone and chain link types of fencing are prohibited.

5.28

Senior Living Community with Biophilia Memory Care Units, Pacific Northwest Modern Design Style

Bryant Village, Seattle, WA, Johnston Architects

5.29

5.30

Example of Terrace on Top of Podium Level as Well as Public/Community Benefits via Plaza Space and Amenities, Woodinville Schoolhouse District, Woodinville, WA, MainStreet Properities Group, HAL Real Estate, GGLO Architects

Mixed Use Building Illustration

5.31

5.32

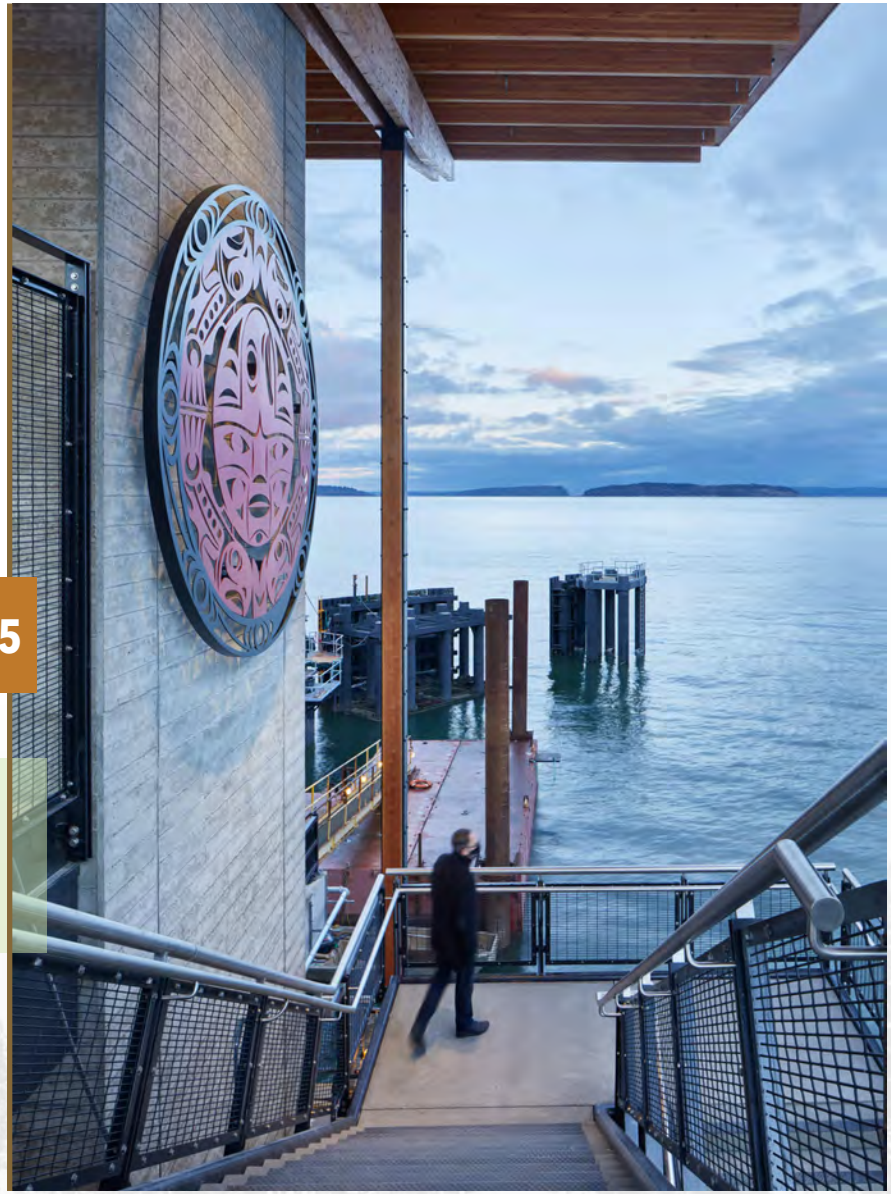
Hood River Sky Lab, The Outpost, Hood River, OR

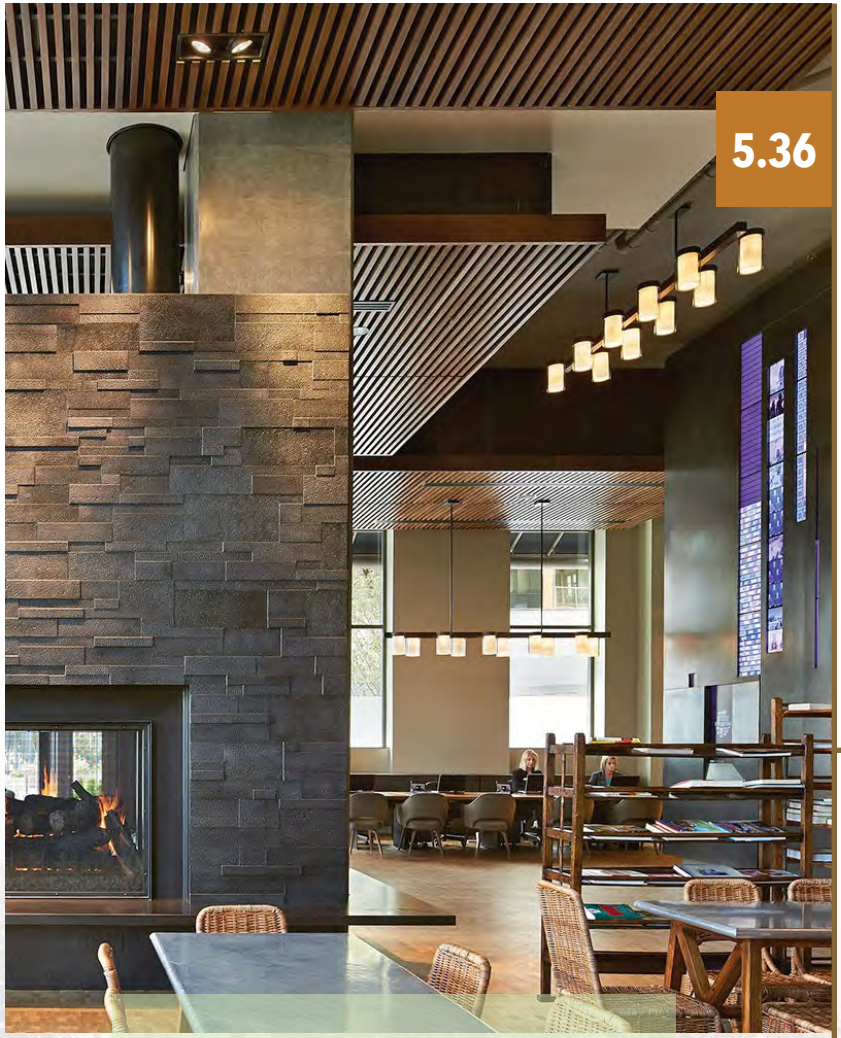
5.33 *Townhomes with Stoops and Direct Access to the Public Walkway, Toronto, Canada*

5.34 *The Orchards Residential and Transit Oriented Development at Orenco Station, Hillsboro, OR*

5.35

Native American Art Elements at the Mukilteo Ferry Terminal, WA, LMN Architects





5.36

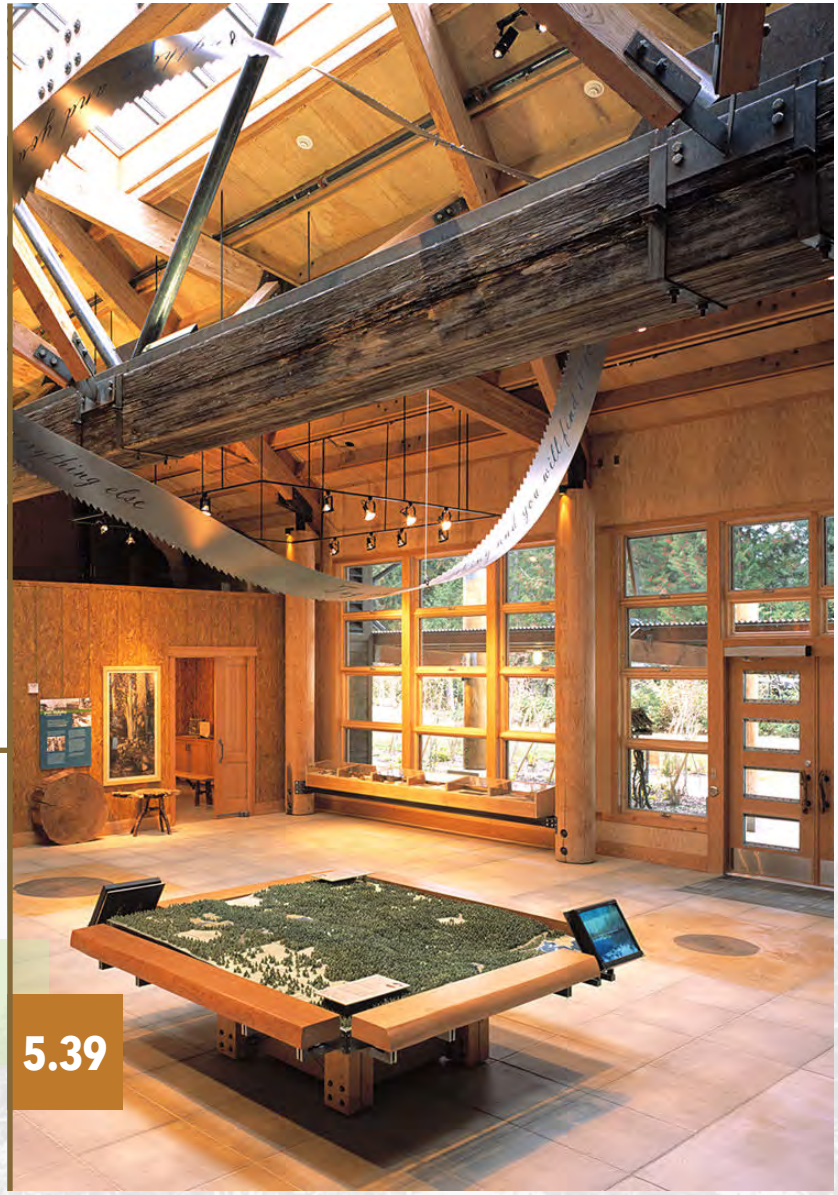
Interior of the Assembly Hall at Via 6, Tom Douglas Group Restaurant on Capitol Hill, Seattle, WA, Design by Graham Baba Architects

5.37

Cedarbrook Lodge, Seatac, WA

5.38

Green Roof at Ballard Library, Bohlin, Cywinski, Jackson Architects



Island Wood Learning Center, Bainbridge Island, WA

5.39

5.1.11 WAYFINDING

INTENT:

An emphasis on wayfinding ensures that people can easily navigate from place to place across Town Center, finding their way between destinations and enhancing the experience for pedestrians and those shopping, dining, working, and living on site. The following provisions address the overall approach to design and development of the Town Center, as well as design of exterior spaces–pedestrian corridors and gathering spaces, multi-modal streets (public and private), parking areas, open spaces, and other places surrounding buildings. Wayfinding can enhance the character and identity of Town Center and design approaches can reflect the history and culture of the community, as well as reinforce a sense of place related to the desired "Village in a Forest" character. Refer to LFPMC 18.42.130 (I.) for additional requirements related to wayfinding and signage.

PROVISIONS:

a. The design shall create axial relationships across the site, with pedestrian pathways that connect to visible features and landmarks. Wayfinding elements shall be designed to help people navigate across the site between outdoor gathering spaces, building entrances, and other key destinations and open space areas across Town Center. **Refer to collage of images in Figure 5.55.** Designers should be mindful of enhancing wayfinding through strategic placement of elements while also avoiding visual clutter with too many wayfinding elements and signs.

b. The design should provide views from one place to another across the site, oriented to human scale, to help people make visual connections–visual continuity and visual connections across the site. Pedestrians walking across the Town Center should be able to see from one major destination to another, as this will enhance wayfinding and pedestrian connectivity. Wayfinding elements and signing should be designed to reinforce these visual relations and to help Town Center look and feel as if it is one place with visual continuity and connectivity throughout.

c. Wayfinding elements shall contribute positively to a positive retail and pedestrian environment and reinforce a sense of place. Wayfinding signs and elements should be visible and relatable to human scale but should not overwhelm the site or building architecture or create visual clutter. Wayfinding installations (columns, signs, spires, sculptures, etc.) should be designed represent a particular style or theme representative of the history and cultural values of Lake Forest Park and complementary to Pacific Northwest style with attractive architectural and art elements and detailing.

d. The design should include pedestrian-scale signs along building frontages that are oriented to the pedestrian and highly visible from the sidewalk, while ensuring they comply with vertical clearance and other building code requirements.

5.2 Pedestrian-Oriented Design, Pedestrian Amenities, and Places for People

5.2.1 PEDESTRIAN-ORIENTED DESIGN, PEDESTRIAN AMENITIES, AND PLACES FOR PEOPLE

INTENT:

The Vision for Town Center calls for creating a pedestrian-oriented, pedestrian-friendly place, making it easier, more convenient, safer, and more comfortable to walk between all site locations (businesses, residences, civic spaces, transit stops, and parking areas) across Town Center, and between the Town Center and surrounding neighborhoods. Redevelopment phases over time can help to transform the Town Center from an automobile-oriented place to an environment where pedestrians are a priority, giving the highest consideration to the ease and comfort of pedestrian movement.

Well designed, safe, direct, and convenient pedestrian and bicycle access minimizes conflicts between modes, encourages walking and bicycling, and enhances connectivity across Town Center as well as to adjacent neighborhoods. The transportation network at Town Center needs to serve all modes–pedestrians, bicycles, and motor vehicles and must enhance the visibility, vibrancy, and attractiveness of Town Center as a place for people. Even though the interior network of motor vehicle access ways at Town Center is privately owned, there would advantages to designing these to look and function like public streets with future phases of redevelopment, particularly for the more principal motor vehicle access ways.

PROVISIONS:

a. Design and implementation of each phase of redevelopment and new development at Town Center shall consider pedestrians' needs at every stage. This includes designing buildings and streets oriented to pedestrians and to pedestrian scale, providing continuous and direct sidewalks, installing pedestrian crossing devices, lighting pedestrian ways, providing signing and wayfinding, and other improvements. **Refer to Figures 5.45, 5.46, 5.47, and 5.51.**

b. Safe and convenient pedestrian circulation shall be designed to accommodate everyone, with Universal Design best practices followed throughout all stages of planning and design. Design shall ensure that walking routes are convenient, direct, and free of barriers. This applies to pedestrian access onto the site from adjacent streets and continuous pedestrian access within and across the site in all directions.

c. Pedestrian access routes shall be designed for convenient access to buildings and building entries, as well as direct access between parking and buildings and other important destinations across Town Center. Pedestrian access routes shall be clearly delineated through parking areas so that the pedestrian access way highly visible as a separate space from motor vehicle travel areas. Crosswalk markings shall be provided across motor vehicle access ways.

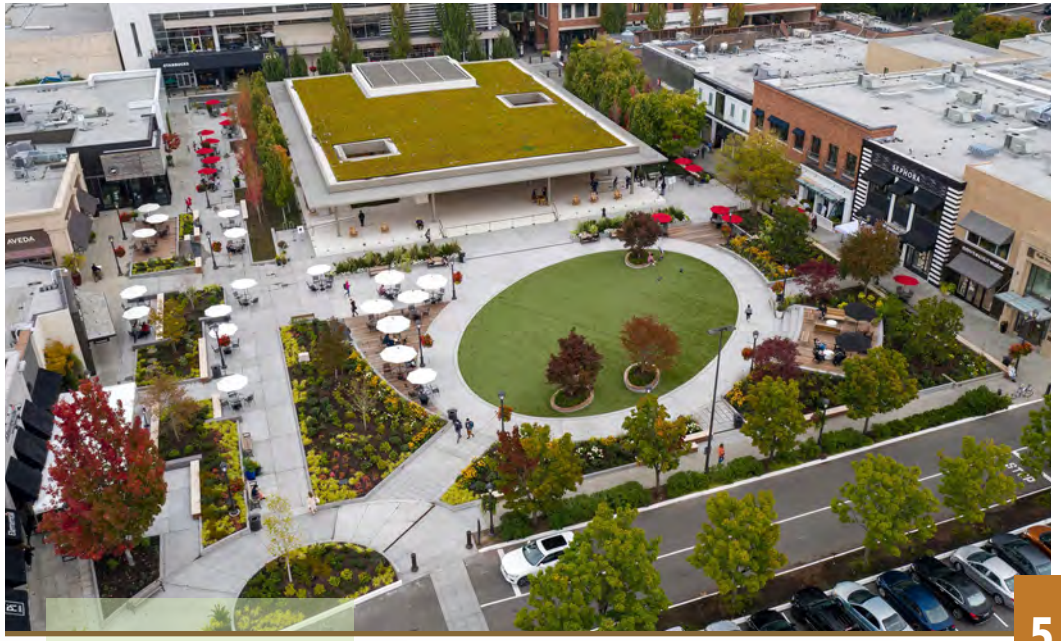
d. All phases of development shall provide direct pedestrian access publicly used areas at Town Center, such as parks, City Hall, commuter parking structure, and other public places.

5.40

Examples of Low Impact Development and Green Infrastructure Elements: Rain Gardens, Stormwater Planters, and Permeable Pavements

5.41

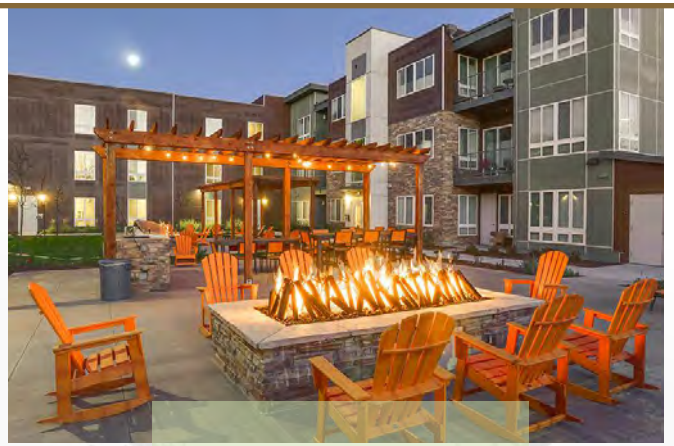
NorthWest Crossing, Bend, OR, Hacker Architects



New Public Open Space Next to Apple Store with Green Roof, University Village, Seattle, WA

5.42

Old Mill District, Bend Oregon



Rooftop Terrace at the Boulder View Apartments, Boulder, CO

Illustrative view of the Eco Gem at the North Bayshore Urban Ecology Center

5.44

Design Concept for Public Space Adjacent to Civic Building, Mountain View, CA

e. Pedestrian access routes shall be provided across the full length and width of the Town Center and convenient intervals across the site. The desirable maximum spacing between pedestrian access routes on the site is maximum 350 feet to facilitate good pedestrian connectivity in either direction across the site (northerly to southerly and westerly to easterly). These connection patterns need not be in the form of a grid. For example, if buildings exceed the interval dimension of 350 feet required for pedestrian connectivity, an open, inviting public pedestrian way can be provided through the building to enhance site connectivity in the form of a breezeway/atrium space, market hall, or other type of enclosed space that is inviting to pedestrians.

f. Pedestrian routes should be easy to use and pleasant to stroll on to encourage walking. Sidewalks should be continuous, avoiding interruptions (vehicle curb cuts, changes in direction or grade, etc.). The portion of the sidewalk dedicated to walking should be free of barriers (wall protrusions, utility poles, newspaper boxes, cafe tables and chairs, permanent planters, tree grates or other obstructions and clutter). **See Figures 5.46, 5.47, and 5.51.**

g. For phases of development with multiple buildings, the design shall provide pedestrian circulation between all buildings.

h. Sidewalks along Bothell Way and Ballinger Way and within the interior of Town Center shall be a minimum of 8 feet wide, but wider where fronting shops, restaurants, and active uses–a minimum width of 14 feet is highly desirable for these areas. **See Figures 5.46, 5.47, and 5.51.** Shared use paths designed to accommodate pedestrian and bicycle use shall be a minimum of 12 feet wide.

i. Designing access ways to resemble streets provides separation between vehicles and pedestrians as public streets. In outdoor lifestyle shopping areas, a network of "main street" style shopping streets can enhance safety (by separating pedestrians from vehicle traffic) and encourage walkability and retail activity. As such, the design of these interior "streets" should include:

(1.) Sidewalks on both sides of a street or access way, minimum 8 feet wide, but wider along active frontages (14 feet desirable width);

(2.) On-street parking, which not only provides convenient access for customers, but also helps to calm traffic and create a pedestrian-friendly environment;

(3.) 4- to 6-foot-wide furnishings zone and/or planting strip between the curb line and the pedestrian access way along building frontages and entrances (14 feet is the minimum desirable width between curb line or edge of the motor vehicle travel way and the building façade);

(4.) Pedestrian-scale lighting, mounted either on posts no more than 15 feet high or on the building;

(5.) Light posts, trees, landscaping, and other furnishings (benches, trash receptacles, bike racks, etc.), typically located in the furnishings zone–the 4- to 6-foot-wide space adjacent to the curb line or outside edge of the motor vehicle travel way (furthest from building)

(6.) Curb bulb-outs/extensions at intersection corners, which increase visibility of pedestrians and shorten crossing distances;

(7.) Raised and marked crosswalks at pedestrian crossing locations;

(8.) Furnishings such as benches (see 5.2.3 Pedestrian Amenities) and trash receptacles;

(9.) Street trees placed at a minimum spacing of 30 feet on-center and placed in grates (breaks in the tree coverage are allowed near major building entries to enhance visibility; however, no less than 1 tree per 60 lineal feet of building façade should be provided);

j. For safety, security, and access, landscaping shall not block visibility to and from a path, especially where it approaches a roadway or driveway.

k. The design shall provide bicycling routes and connections that facilitate access to and through the Town Center by bicycle, as well as access to transit by bicyclists.

l. Bicycle racks for short-term bicycle parking shall be provided throughout the site at convenient locations for bicyclists, such as near building entrances and public gathering places at a minimum quantity of least 1 rack (for a minimum of two bicycles) for every 50 linear feet of a building façade with an entrance or entrances. (Refer to LFPMC 18.42.095 (G.) for specific provisions applicable to the bicycle parking at the Freestanding Parking Structure.)

University Village, Seattle, WA
(left side and lower right images)

5.45

Kirkland's Park
Lane Shared Street,
Kirkland, WA

Pearl District, Portland OR

5.46

Schoolhouse District Planned Public Space, Woodinville, WA

Pedestrian Oriented Street and Building Facade-Desired Dimensions and Arrangement of Furnishings Zone

Northwest Portland, OR

5.47

The Rooster, Seattle, WA, Weinstein AU

Rooftop Terrace, Cherry Creek North Mixed Use, Denver, CO

Outdoor Space, Bend, OR

5.48

Carter on the Park, New Mixed Use and Residential Project, Redmond, WA

5.49

5.2.2 PEDESTRIAN-ORIENTED BUILDINGS AND FACADES

INTENT:

Town Center is a place that attracts people at all times of the day. All buildings and facades located along pedestrian access areas and routes need to be designed to meet the needs of pedestrians and to create a safe and pleasant environment that encourages walking. A building should provide a continuous, visually rich pedestrian experience along its ground floor street front, as this is the most visible part of a building to a pedestrian–the lowest level of the façade that a person experiences walking past or entering the building.

PROVISIONS:

a. Building entries shall have direct pathways to pedestrian areas. **See Figure 5.24, 5.46, and 5.47.**

b. No untreated blank walls or service areas shall be located along pedestrian access ways and routes, including open spaces, social gathering places, or passageways used by pedestrians. Service areas and untreated blank walls shall not front an access area or route used by pedestrians.

c. Building facades along pedestrian access areas and routes shall be pedestrian-oriented with transparency (window or glass area) on at least 50 percent of the ground floor between 2 feet and 8 feet above the grade on the façade. **See Figure 5.8, 5.16, 5.23, 5.36, 5.48, 5.50, 5.53, and 5.91.**

d. The ground floor space along buildings should provide continuous and comfortable pedestrian access, with building transparency that fosters interaction between the uses inside the building and the pedestrian area outside the building. At least 50 percent of the total frontage of building walls facing pedestrian access areas should be occupied by retail or other active uses. **See Figure 5.16 and 5.47.**

e. Design should include places along building facades that allow for inside to spill outside, with outdoor dining and sitting areas and spaces for social gatherings. **See Figure 5.4, 5.45, 5.46, and 5.47.**

f. For buildings that have a ground floor that is generally level with and near to Bothell Way and Ballinger Way rights-of-way, the area between the sidewalk and the building shall provide pedestrian-oriented spaces, landscaping, and pedestrian amenities, along with pedestrian-scale lighting.

g. Pedestrian and bicycle access ways shall be separated from structures at least 3 feet (with landscaping between) except where the adjacent building features a pedestrian-oriented façade. The City may approve other treatments to provide attractive pathways. Examples include sculptural, mosaic, base-relief artwork, or other decorative treatments that meet the intent.

Timber Accents for Outdoor Spaces and Building Entries

Beardslee Public House at Beardslee Crossing-- Mixed Use Development in Bothell, WA

5.50

Haggen Grocery Store, Woodinville, WA

5.2.3 PEDESTRIAN AMENITIES AND GATHERING SPACES

INTENT:

Providing places and opportunities for people-watching, socializing, interactions with nature, and dining will enhance Town Center's identity as the heart of Lake Forest Park and a place for community interaction, as well as a place for locals and visitors alike to enjoy. Seating and resting places can add vitality to the urban environment. People use available seating in open, well-designed areas, not in secluded or awkward spots. At Town Center there are signature plazas and outdoor gathering spaces used for special events, festivals, the farmers market, holiday celebrations, and other activities. There are amenities such as public art, water elements, outdoor games, and children's play areas.

PROVISIONS:

a. Pedestrian gathering spaces should be surrounded by active use areas and partially enclosed rather than open ended on all sides to enhance human scale and a sense of place. Examples include courtyards, squares, pocket parks, outdoor dining areas and game areas, event spaces, plazas and other spaces with active adjacent ground floor uses. These areas should be spatially well defined, inviting, secure, and easy to maintain. **Refer to Figure 5.1, 5.3, 5.13, 5.30, 5.32, 5.42, 5.45, 5.46, and 5.51.**

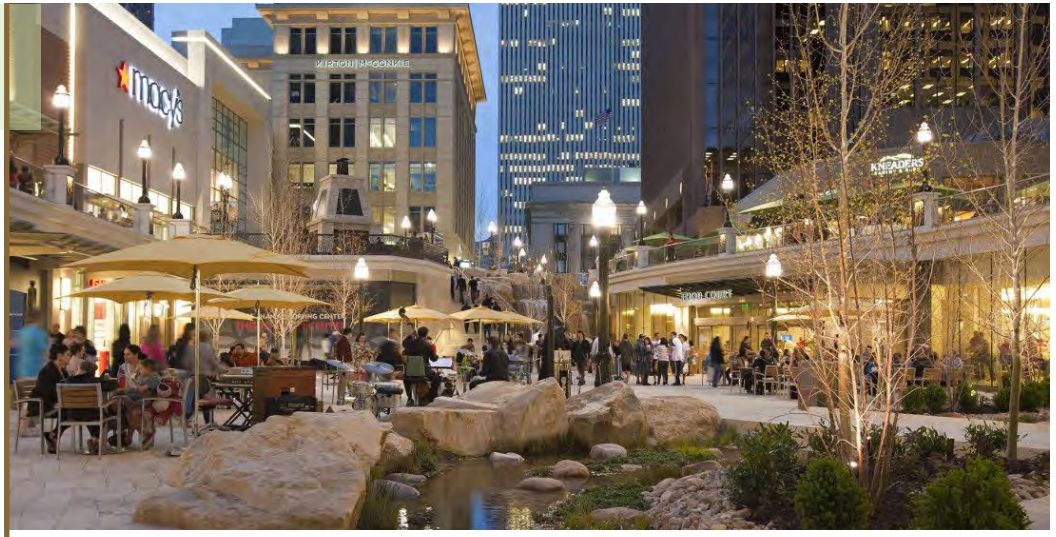
b. Spaces should be designed to serve a variety of functions and provide diverse experiences–places for socializing, enjoying nature, for special events, and/or dining. Pedestrian plazas, courtyards, squares, festival streets, nature walks, and other types of spaces should be located to encourage active use.

c. Applicants should provide a signature community gathering space with a celebratory element such as a large tree or sculpture piece that represents the Lake Forest Park Community. For each phase of development, a focal plaza or gathering space should be created as an organizing element in design. Amenities such as public art, water elements (water play areas, fountains that recycle water, creek overlooks, etc.), music, outdoor games, children's play areas, pedestrian scale lighting, and a variety of furnishings should be provided to activate these areas and encourage use.

d. The pedestrian experience along the Lyon Creek corridor should be enhanced by including a boardwalk with overlook points, benches, and interpretive features, celebrating the importance of Lyon Creek to the community.

e. Plazas and gathering spaces should be designed to provide plenty of seating areas and amenities to attract the public and enrich the pedestrian environment and create gathering and socializing opportunities for residents, customers, shoppers, employees, and visitors. These should be designed to be comfortable and inviting outdoor spaces for a variety of activities and should promote a sense of safety and security for use year-round during all hours and seasons.

More Flexible, Useable Outdoor Spaces Open to the Community, Places for Events, Outdoor Dining Spaces, and Food Trucks/Vendor Carts



5.51

Pickle Ball Courts, Common Spaces, Outdoor Movie Watching, Active Use Areas, and Places for Events (images below)

5.51

Flexible, Useable Outdoor Space, Open to the Community with Places for Events and Activities

f. Building uses surrounding and in proximity to plazas, pedestrian areas, and gathering spaces should encourage pedestrian activity and pedestrian focal points to interact with and interconnect pedestrian areas (such as storefronts around the perimeter of a plaza/gathering space).

g. Plazas and gathering spaces should be no more than 3 feet above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.

h. A variety of seating such as benches, chairs and tables, steps, and ledges should be provided throughout Town Center. A combination of permanent and moveable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, and/or people watching. At least one linear foot of seating should be provided for every 30 square feet of plaza area or gathering space, and at least one bench or five linear feet of seating wall or two outdoor chairs should be provided for every 50 feet of storefront. In the design of seating should:

(1.) Provide a greater amount of seating areas near active retail establishments (especially outside eating and drinking establishments and near food vendors).

(2.) Be adjacent to pedestrian walkways, but away from high traffic areas such as busy intersections.

(3.) Include benches and seating elements at places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards and adjacent to children's play areas, water elements, public art, and other amenities.

(4.) Create a sense of separation from vehicular traffic, either spatially or with features such as landscape planters.

(5.) Not be located more than three feet above or below adjacent grades to maximize visibility to the seating areas.

(6.) Include elements and placement that discourage creating skateboard attractions.

(7.) Include outdoor covered areas such as pavilions and gazebos over seating areas that may attract year-round use and lighting for use during evening hours.

i. All pedestrian areas should be well-lit and adjacent to shops, restaurants, and other areas that attract or are a focus of pedestrian activity. Clear lines of sight should be maintained throughout and isolated, awkward spaces should be avoided.

j. Plazas and gathering spaces should be strategically located for good orientation to views and solar access, as well as protection from weather and wind. Covered spaces that can be used year-round and during inclement weather should be provided in key public spaces to encourage outdoor activities. Structures, pavilions, and seating areas shall be designed to feel safe and secure during day and evening hours.

k. Trees, shrubs, and plants should be used in the design to help define spaces, create transitions between spaces, and provide visual interest, offering color year-round throughout all seasons. Landscaping can include planting beds, potted plants, trellises, and hanging plants.

l. Space for food vendors/carts shall be provided within or in close proximity to plazas and gathering spaces and access to water and electricity shall be provided.

m. Areas for dogs should be carefully designed to be compatible with other site uses, such as stormwater management. Pet waste stations should be provided in these areas.

5.3 Architectural Design Quality and Building Design Details

5.3.1 OVERALL APPROACH TO ARCHITECTURAL DESIGN

INTENT:

Architectural design quality is an important factor in the character of Town Center, as well as the character of the Lake Forest Park community overall. The Town Center is the hub of the community, and architectural design and the aesthetics of buildings and structures are a source of pride for residents. The Lake Forest Park community is interested in a design style for buildings that is emblematic of high-quality Pacific Northwest architecture and that blends well with the surrounding forested landscape, creating the sense of a "Village in the Forest."

PROVISIONS:

a. Architecture shall incorporate best practices and design excellence and include high quality building materials and treatments emblematic of Pacific Northwest style. See Section 5.1.

b. Architectural design shall emphasize wood/timber (cedar, fir, cross laminated timber), stone, masonry, exposed concrete, and weathered steel, and other features emblematic of Pacific Northwest style (see 5.1). Regionally sourced native stone and rock are preferred over pre-engineered and cultured stone, but artificial stone may be used if it resembles natural stone from the region. **See Figures 5.15, 5.17, 5.21, 5.22, 5.36, 5.48, 5.50, and 5.53.**

c. Weather protection and cover shall be provided at building entries, corridors, and outdoor spaces adjacent to buildings (entry ways, pedestrian corridors, patios, balconies, bicycle storage areas, gathering spaces, etc.), Weather protection shall include drip-free design treatments over all pedestrian areas. **Refer to Figures 5.12, 5.15, 5.16, 5.17, 5.19, and 5.20.**

d. Architectural floor plans should be more open from one area to another with indoor and outdoor spaces that are more flexible and informal and less formal/rigid. **See Figures 5.5, 5.7, 5.9, 5.11, 5.36, 5.48, 5.50, and 5.53.**

5.52

Indoor Spaces that Provide Dining and Beverage Options and Open Seating (Market Hall Style) are Becoming More Popular as Part of Redevelopment Projects

5.3.2 ARCHITECTURAL SCALE AND COHESIVE DESIGN ACROSS TOWN CENTER

INTENT:

While the Town Center includes more intensive development and urban qualities than the surrounding neighborhoods, the community desires that Town Center transitions well with these surroundings and that the character of Town Center strongly represents Lake Forest Park and instills a sense of pride in residents by enhancing community identity and character. Cohesive design strengthens the visual identity of the Town Center area and enhances its function as the heart of Lake Forest Park and a gateway to the community.

PROVISIONS:

a. Town Center shall look and feel as if it is one place with visual continuity and connectivity throughout and conveying the desired "Village in a Forest" character (see Section 5.1).

b. Architectural scale and design of buildings shall be complementary to adjacent residential development along the western length of the Town Center. **See Figures 5.14, 5.18, 5.31, 5.33, 5.34, 5.89, and 5.90.**

c. With redevelopment in multiple phases, each phase of improvements over time shall result in the desired quality and collectively contribute to the sense of vibrancy and attractiveness of the Town Center overall. Over time, the Lake Forest Park Town Center shall be redeveloped in a cohesive manner with buildings of later phases designed to contribute to the quality and character of initial phases of redevelopment. **Refer to Figures 5.1, 5.3, 5.41, 5.45, and 5.46.**

d. The applicant shall ensure that the siting and design of large buildings includes elements that reduce their perceived massing and that add visual interest, so that the architecture relates to human scale and pedestrians. **See Figures 5.14, 5.16, 5.17, 5.18, 5.24, 5.28, 5.31, 5.33, and 5.34.**

e. The design of buildings across Town Center shall include elements that relate to human scale and level of detailing proportionate to the size of the building, as well as forms, proportions, rhythms, materials, colors, and architectural motifs that are suggested by and complement adjacent building (see 5.3.3). **Refer to Figures 5.3, 5.4, 5.16, 5.25, 5.27, 5.37, 5.46, and 5.47.**

f. Buildings shall be designed to connect with social gathering spaces and pedestrian corridors. **See Figures 5.6, 5.8, 5.11, 5.25, 5.28, 5.31, and 5.44.**

5.53

Carter on the Park New Mixed Use Residential Project, Indoor and Outdoor Spaces, Redmond, WA

5.3.3 HUMAN SCALE ELEMENTS

INTENT:

Town Center is the hub of the community and a place where people interact on a daily basis. The community desires that architectural design at Town Center relates to human scale with a variety of elements and characteristics that avoid monotonous and strengthen the relationship between buildings and site features and the people who inhabit or interact with the building and setting. Buildings attain good human scale when elements are scaled and sized to provide visual interest that is attractive and discernable to people (particularly in the first two floors above grade). These elements may include modulation, articulation, architectural patterns, windows, doors, porches, balconies, and other features.

PROVISIONS:

a. Incorporate a minimum of three of the following human scale building elements into new developments:

(1.) Window treatments that relate to human scale and/or extend out from the building face.

(2.) First floor individual windows, generally less than 32 square feet per pane and separated from the windows by at least a 6" molding.

(3.) Placement of smaller building elements near the entry of pedestrian areas and street fronts of large buildings.

(4.) Stoops, porches, and covered entry ways.

(5.) Spatially defining building elements, such as trellises, overhangs, canopies, or other elements that define space that can be occupied by people.

(6.) Step backs in the façade of the building, such as may be provided between the podium level and wood frame levels. (When provided in design, such space is often used for terraces and patios for residential units and/or rooftop gardens, restaurant seating, or other public uses.)

Refer to Figures 5.14, 5.16, 5.27, 5.31, 5.46, and 5.47.

Examples of Covered and Enclosed Trash and Recycling Facilities

5.54

Wayfinding Column, Old Mill District, Bend, OR

5.55

Wayfinding Sign and Map, Liberty Station, Sand Diego, CA, RSM Design

5.3.4 BUILDING DESIGN DETAILS

INTENT:

Building design details enhance the character and identity of Town Center, generating design interest at observable distances to pedestrians. When buildings are seen from a distance, the most noticeable qualities are the overall form and color. At closer distances, the most important aspects of a building are the design details, texture of materials, quality of its finishes, and small, decorative elements, which are particularly visible in the first two floors above grade to pedestrians. In a pedestrian-oriented business and/or mixed use setting, it is essential that buildings be attractive up close. Therefore, these provisions address the need for buildings to incorporate design details and small-scale elements into their façades.

PROVISIONS:

a. The pedestrian environment shall be designed with attention to detail, particularly at the human scale ground level of buildings. Also see Section 5.2.

b. All new buildings and individual storefronts shall include on the façades that face any area used by pedestrians at least three of the following design features:

(1.) Distinctive rooflines, ornamental moldings, entablature, frieze, or other roofline device visible from the ground level; if the roofline decoration is in the form of a linear molding or board, then the molding or board must be at least 8" wide (of particular interest for the first two floors above grade).

(2.) Special treatment of windows and doors, other than standard metal molding/framing details, around all ground floor windows and doors, decorative glazing, or door designs.

(3.) Decorative light fixtures with a diffuse visible light source or unusual fixture.

(4.) Individualized patterns or continuous wood details, such as butt shingles (a shingle with the butt end machined in some pattern, typically to form geometric designs), decorative moldings, brackets, trim or lattice work, ceramic tile, stone, or similar materials.

(5.) Use of a landscaping treatment as part of the building's design, such as planters or wall trellises.

(6.) Decorative or special railings, grill work, or landscape guards.

(7.) Landscaped trellises, canopies, or weather protection.

(8.) Decorative artwork, which may be freestanding or attached to the building and may be in the form of mosaic mural, bas-relief sculpture, light sculpture, water sculpture, fountain, free standing sculpture, art in pavement, or other similar artwork; painted murals or graphics on signs or awnings do not qualify.

(9.) Sculptural or hand-crafted signs.

(10.) Special building elements, such as pilasters, entablatures, wainscots, canopies, or other elements emblematic of Pacific Northwest style.

(11.) Other similar features or treatment that satisfies the intent of the guidelines.

Refer to Figures 5.16, 5.31, 5.46, 5.47, and 5.51.

c. The applicant shall submit architectural drawings and material samples for approval as part of the development application and review process.

5.3.5 BUILDING ENTRANCES

INTENT:

Well designed entrances to buildings and businesses that are inviting and accessible, encourage pedestrian activity, and enhance the character and identity of Town Center.

PROVISIONS:

a. Primary building entrances (i.e., the building entrance used by commercial customers, residents, or visitors) of all buildings shall feature the following:

(1.) Pedestrian covering; primary building entrances must be covered by at least 50 square feet of pedestrian weather protection. This requirement may be satisfied by setting the entry back into the building façade or through continuous drip-free design treatments.

(2.) Primary pedestrian entrances shall be lit to at least four foot-candles as measured on the ground plane for commercial buildings and two foot-candles for residential buildings.(Refer to LFPMC 18.42.130 (H) for site lighting requirements.

(3.) Primary entries shall be identified with respect to building and/or business.

(4.) Primary building entrances shall be visible from a nearby street or access way or major public pedestrian pathway. To the extent feasible, primary entries should be visible from areas with high pedestrian activity or where building occupants can view the entry (passive surveillance).

(5.) Primary entries shall feature glass doors, windows, or glazing (window area) near the door so that the visitor and occupant can view people opening the door from the other side (not required for entries leading directly to a single residential dwelling unit).

(6.) Pedestrian-oriented space that are adjacent to primary entrances shall incorporate at least two of the following elements:

i. Special or ornamental doors, windows, or other architectural elements
ii. Special paving or materials (e.g., decorative tilework)
iii. Special architectural lighting
iv. Landscaping
v. Artwork

(7.) All other building entrances that do not serve as primary entrances shall have at least two foot-candles of illumination on the ground surface and shall incorporate one or more of the following measures:

i. Special or ornamental doors, windows, or other architectural elements
ii. Special paving or materials (e.g., decorative tilework)
iii. Special architectural lighting
iv. Landscaping
v. Artwork
vi. Adjacent pedestrian-oriented space

b. In portions of buildings that will be used by the public, designers should consider combining stairway wells and elevator bays in a semi-transparent or glazed tower feature with lighting that can serve as an identifiable landmark and character-enhancing architectural feature.

5.3.6 EXTERIOR MATERIALS AND FINISHES

INTENT:

To encourage the use of a variety of high-quality compatible materials that will enhance Town Center and convey the character and style of Pacific Northwest architecture.

PROVISIONS:

a. If metal siding is used, it shall be decorative and shall be secondary or tertiary to the primary design materials in the building's façade visible from a pedestrian access route or pedestrian area. When used, metal siding shall:

(1.) Have a matte finish in a dark neutral or earth tone complementary to Pacific Northwest style.

(2.) Include two or more of the following elements:

i. Visible window and door trim painted or finished in a complementary color

ii. Color and edge trim that cover exposed edges of the sheet metal panels

iii. A base of masonry, stone, or other approved permanent material that is durable and satisfies the intent of the guidelines; the intent is to provide more durable materials near grade level

iv. Other detail/color combinations for metal siding, provided design quality and permanence meets the intent of this section

b. Concrete block walls shall only be used for screening structures visible from a pedestrian access route or pedestrian area and shall not be a predominant building material for new buildings at Town Center. When used for screening structures, concrete block walls shall be architecturally treated in the following ways:

(1.) Use of textured blocks with surfaces such as split face or grooved

(2.) Use of other masonry types such as brick or tile in conjunction with concrete blocks

(3.) Use of decorative coursing to break up blank wall areas

(4.) Use of matching colored mortar where color is an element of architectural treatment for any of the options above

(5.) Other treatment approved by the City

c. Prohibited building materials include:

(1.) Mirrored glass

(2.) Corrugated fiberglass

(3.) Chain link fencing or cyclone fencing (except for temporary purposes such as a construction site)

(4.) Crushed colored rock or tumbled glass

(5.) Any sheet materials, such as plywood or metal siding, with exposed edges or unfinished edges, or made of nondurable materials

(6.) EIFS and foam core panel products; use stucco instead

5.3.7 AVOIDANCE OF BLANK WALLS/TREATMENT OF BLANK WALLS IF UNAVOIDABLE

INTENT:

Blank walls are undesirable and should be avoided at Town Center. These provisions serve the purpose of reducing the visual impact of large, undifferentiated walls and the apparent size of large walls using various architectural and landscaping treatments and enhancing the character and identity of Town Center.

PROVISIONS:

a. Any blank walls that persist and that are located adjacent to or within 50 feet of a public or private street or other location accessible to pedestrians, shall be treated in the following ways (See examples in **Figures 5.56, 5.62, 5.63, and 5.72**):

(1.) Install a green wall or a vertical trellis in front of the wall with climbing vines or plant materials. For large blank wall areas, the trellis must be used in conjunction with other treatments described below.

(2.) Provide a landscaped planting bed at least 8 feet wide or a raised planter bed at least 2 feet high and minimum 5 feet wide in front of the wall; landscaping/planting materials must be able to obscure or screen at least 50 percent of the wall's surface within 4 years.

(3.) Provide artwork (mosaic, mural, sculpture, relief, etc.) over at least 50 percent of the blank wall surface.

(4.) Other methods as approved by the City (for example, landscaping or other treatments may not be necessary on a wall that employs high quality building materials (such as brick) and provides desirable visual interest.

(5.) Special architectural lighting may be used to highlight elements listed in (1) through (4) above, while also being designed to avoid light pollution.

5.3.8 ROOFTOP FEATURES, MECHANICAL EQUIPMENT, AND APPURTENANCES

INTENT:

Screening views of rooftop mechanical and communications equipment from views (ground level as well as from other building levels and surrounding properties) provides a more aesthetically pleasing result than if such equipment is left visible and unscreened.

PROVISIONS:

a. All buildings shall include screening for rooftop mechanical and other related technical equipment/ materials, designed in an integrated, coherent manner consistent with the composition below them. Equipment shall be the minimum size required for the function and where possible located at the center line of the roof surface.

Location and screening shall ensure that the roof-mounted mechanical equipment and communication devices are not visible from ground level public spaces or adjacent properties within 20 feet of the structure. The design of the screening shall match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby. There are multiple options for screening: screening that accompanies the equipment, painted to match roof and top floor detailing; placement of the equipment so that it is not visible; use of architecturally integrated roof forms and features that hide or screen the equipment; and extended parapet walls.

b. Rooftop mechanical equipment also shall be painted or procured with a finish to match building/ roof finishes where possible. However, painting of rooftop mechanical equipment is not an acceptable method of screening rooftop equipment on its own and must be accompanied by architectural design in accordance with a., above.

c. Any rooftop mounted voice/data transmission equipment shall be integrated with the design of the roof, rather than being simply attached to the roof deck.

The commuter parking structure shall be designed to be an attractive part of the Town Center framework of uses, with active frontage and architectural features and materials that enhance the character of Town Center.

5.4 Freestanding Parking Structure Architectural Guidelines

BACKGROUND AND INTRODUCTION

As part of the regionally-approved Sound Transit 3 Program (ST3), a freestanding parking structure for primary use by commuters accessing the SR 522 Bus Rapid Transit System will be constructed at Lake Forest Park Town Center. Sound Transit has stated that the structure may need to accommodate approximately 300 vehicles.

The design guidelines in this section are provided to guide the design of this freestanding parking structure. See provisions under 5.1 through 5.3 above for design guidelines applicable to parking integrated within other redevelopment at Town Center. Refer to LFP MC 18.42.095 for specific code requirements applicable to freestanding parking structures. Photographic examples of best practices are shown in **Figures 5.56 through 5.85** and referenced throughout this section.

5.4.1 OVERARCHING GUIDELINES FOR FREESTANDING PARKING STRUCTURES

INTENT:

The City of Lake Forest Park will require a high quality of design for the freestanding parking structure proposed primarily for commuter use at the Town Center. The intent of these overarching guidelines is to convey information to designers the practices that are required (shall) and encouraged (should) at a high level to guide the overall design of the freestanding parking structure.

PROVISIONS:

a. The structure shall incorporate measures that clearly set it apart as having an environmentally-sensitive and forward thinking design. Those measures could include large-scale green (living) walls, use of innovative structural materials such as cross-laminated timbers, integrating LID storm water treatment systems within the landscaping and design of the structure in a manner that is prominent and educational, integrating a solar-ready infrastructure, or a design that would facilitate the structure being easily retrofitted for other uses in the future if demand for park and ride facilities declines.

b. The structure shall be designed to blend in with the Town Center context and visually complementary to other existing structures in the vicinity. The structure shall complement the scale and character of nearby buildings that have been designed to comply with the Town Center Framework Design Guidelines.

c. The parking structure shall be designed to provide a positive contribution to the visual environment. See examples in **Figures 5.56, 5.57, 5.59, 5.60, 5.61, 5.62, 5.63, 5.64.**

d. Architectural design of the parking structure shall emphasize Pacific Northwest style and character, consistent with the style and character envisioned for Town Center as a whole, to create the sense of a forested village setting.

Space for retail or other active use shall be included at the ground floor level per LFPMC 18.42.090(L).

Exterior overhangs and awnings for pedestrian weather protection and sidewalk café spaces are strongly encouraged.

e. The parking structure shall be sensitive to the adjacent pedestrian environment and street character. Provide pedestrian access and orientation between the parking structure and other nearby uses, including City Hall, the future bus rapid transit station (on both sides of SR 522/NE Bothell Way), shopping center entrances, and other building entrances.

f. Convenient pathways from the parking structure to these locations shall enhance mobility and connectivity for pedestrians and comply with all applicable accessibility requirements.

Popular ground floor public spaces designed with awnings and covered areas for sidewalk seating and attractive architectural details; in these buildings the parking is located in the structure behind active use areas and below grade.

g. The pathways between the parking structure and City Hall and between the parking structure and the transit stations should provide continuous weather protection to the maximum extent feasible.

h. Below-grade parking should be incorporated to the maximum extent feasible. The design should have at least one to two levels of parking below grade to reduce the size and bulk of above-grade parking. See examples in **Figures 5.59, 5.60, and 5.79.**

The exterior of the parking structure should be designed to blend with other nearby buildings and should include finishes and articulation resembling other buildings at Town Center.

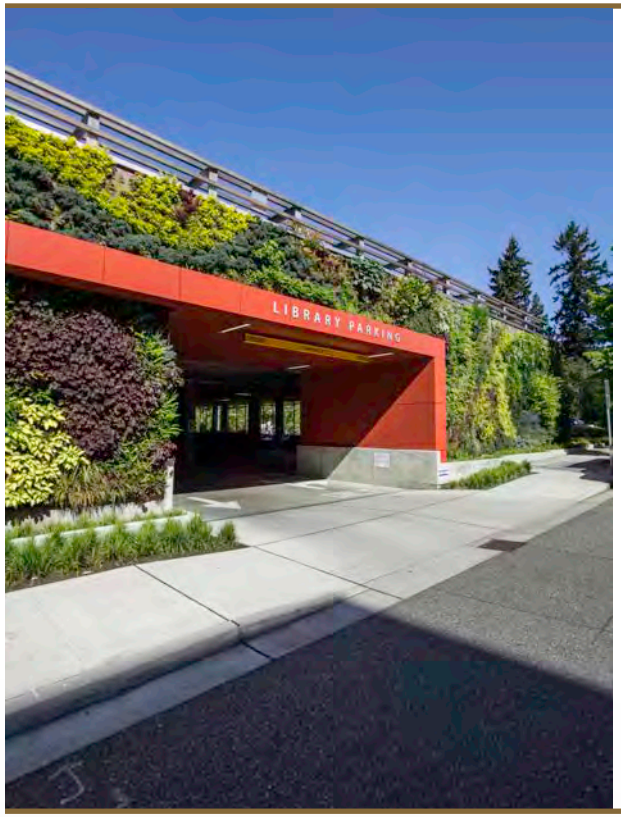
i. Active or public use spaces should be integrated into the ground floor along at least one side of the structure, wrapping around to a portion of a second side (on the most visible and publicly accessible sides of the structure). See examples in **Figures 5.56, 5.57, 5.58, 5.59, 5.60, 5.61.**

j. Design entrances and frontages of the parking structure shall be designed to function as pedestrian plazas/gathering spaces and to emphasize pedestrian access locations to and from the building.

k. If the structure is located near City Hall, the frontage that is in line with the front of City Hall shall be designed to include commercial, active, and/or public use space at the ground floor and potentially upper floors with a physical connection to City Hall, wrapping around to include a portion of the westward facing side.

l. All sides of the parking structure outer facades shall be aesthetically pleasing. Any frontages that do not include commercial, active, and/or public use shall have architectural treatments with articulation, finishes, and colors that complement those elements of the commercial, active, and/or public use frontages.

West Hollywood, CA parking structure–an award-winning example of mixed use and innovative design



5.63

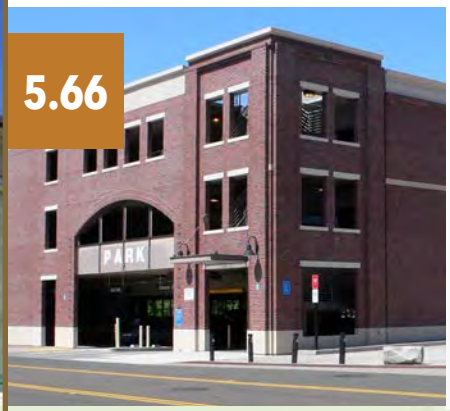
Photos and a design illustration of the Bellevue Library parking structure, designed by Johnston Architects

m. Blank wall faces shall be avoided by providing articulation, modulation, fenestration, and finishes that vertically and horizontally break up the scale of the facade. Architectural treatments and features such as screens, trellises, green walls, art elements, and/or other treatments shall be integrated into the design of the non-active frontages to avoid blank walls on those facades (not applicable to commercial storefronts or other active use frontages). Refer to examples in **Figures 5.56, 5.62, and 5.63.**

n. Trees and landscaping shall be provided along all sides of the structure to improve visual quality, buffer views of the structure, and enhance the pedestrian environment. Along commercial, active, and/or public use frontages, where frequent pedestrian access would be expected, trees and landscaping can be designed in a streetscape or plaza approach, with trees in grates that meet accessibility requirements (with openings not gather than ½ inch wide, a level plane between the grate and adjacent surface, and a coefficient of friction at least 0.6 on flat surfaces) and landscaping in defined planting areas to avoid intrusion on pedestrian access.


5.64


5.65



5.66

These examples from the downtown areas of Folsom, CA, Staunton, VA, and Auburn, ME show how parking structures can be architecturally designed and detailed to blend in with the surrounding buildings and context. These examples also show the use of high quality materials.

o. Green walls (see example 5.63), green screens, architectural screens, and public art screens and murals should be integrated into the design. Where appropriate, these elements could be substituted for modulation and articulation in the façade. See **Figures 5.56, 5.57, 5.62, and 5.63.**

5.4.2 DETAILED ARCHITECTURAL DESIGN GUIDELINES FOR FREESTANDING PARKING STRUCTURES

INTENT:

The detailed architectural design guidelines in this section are also written as requirements (shall) and recommended (should) provisions, with the intent of resulting in a high quality of design and detailing of the freestanding parking structure. The intent of these guidelines is to convey a clear understanding of community expectations in order to maximize predictability and certainty about design expectations during design review. It is important to the community that the parking structure does not appear to be out of scale or context at Town Center. Rather than having the appearance of a rectangular utilitarian box composed of concrete and/or steel beams and columns, the following design guidelines call for a more creative approach to blend the structure into the Town Center setting.

5.67

Lake Forest Park City Hall

PROVISIONS:

a. The design of the parking structure shall integrate high quality facing materials such as brick, stone, timber, or other construction materials and wall finishes as approved through the design review process (see examples in **Figures 5.61, 5.64, 5.65, 5.66, and 5.79**).

b. The façades of the structure shall be designed to resemble the look of other high quality commercial, office, or residential buildings, like shown in examples in **Figures 5.56, 5.57, 5.61, 5.62, 5.64, 5.65, 5.66, 5.68, and 5.79**, particularly on highly visible sides of the structure.

c. Design of the parking structure shall be cohesive with surrounding buildings–façade treatment, materials, and architectural details shall relate to building such as Lake Forest Park City Hall.

d. Horizontal and vertical articulation and modulation shall be provided in the building façades on all sides of the parking structure, including those that do not include commercial, active and/or public uses–the frontage design of non-active sides shall resemble the architecture of the commercial, active, and/or public use frontages, as shown in **Figures 5.56, 5.57, 5.61, and 5.68**.

e. Window fenestration (proportionate in pattern and size to the scale of the building) shall be provided in the façades, even though there may be parking behind the façade and not active use, particularly on highly visible sides of the structure. Refer to **Figures 5.61 and 5.64, and 5.68**. Design detailing with modulation, articulation, and glazing shall resemble the look of high quality commercial, office, or residential structures on all sides.

5.68

This example shows active use space (commercial, civic, etc.) on the ground floor level and floors above, along public-facing frontages and wrapping the corner of the parking structure. This example also shows both horizontal and vertical modulation, articulation, and fenestration.

f. Repeated distinctive window patterns should be designed cohesively with the building articulation patterns–windows should be divided into individual units with each window unit separated by a visible mullion or other element.

g. Overly repetitive modulation techniques shall be avoided since they may not be attractive or effective when viewed from a distance.

h. "Ribbon windows" (continuous horizontal bands of glass) or "window walls" (glass over the entire surface) shall not be part of the design.

i. Vertical modulation shall be provided to enhance architectural scale and compatibility, at an interval of at least two feet in depth and four feet in width, and up to ten feet in depth and fifteen feet in width, combined with a change in siding materials.

j. Vertical piers should be integrated with the facades to help to reinforce vertical modulation and convey a "storefront" pattern, with the piers extending at least six inches from the façade to create shadow lines that emphasize the vertical modulation. This is particularly important on highly visible sides of the structure and along frontages with pedestrian sidewalks/paths.

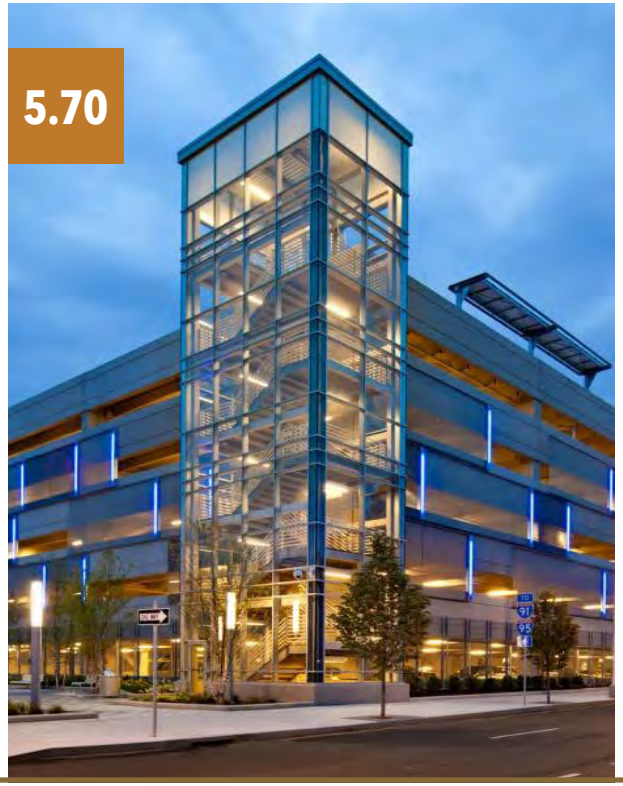
k. Horizontal building modulation techniques shall be provided to make the architectural scale more compatible with surrounding buildings and add visual interest–horizontal modulation is the horizontal articulation of division of an imposing building façade with architectural treatments, as well as awnings, balconies, roof decks, changes in color and/or building materials within the building plane, banding of contrasting materials, and other techniques to ensure that the elevation appears less massive than it would be as a sheer, flat surface (see examples in **Figures 5.56, 5.57, 5.61, 5.64, and 5.68**). Horizontal building modulation shall be cohesive with surrounding buildings and with façade treatments that relate to the architecture of the primary structures on the site.

l. Cross laminated timber or other emerging structural materials should be explored as part of the design approach, such as shown in example in **Figure 5.69**.

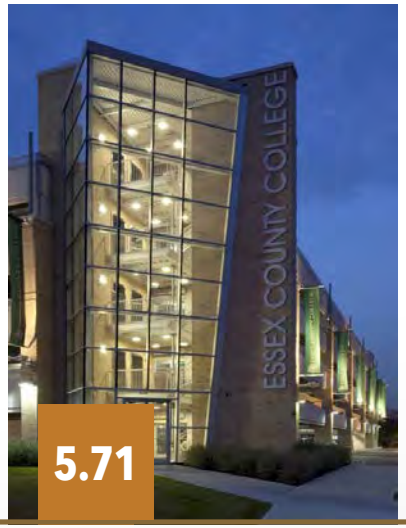
EXAMPLE OF A DESIGN COMPETITION ENTRY FOR A PARKING STRUCTURE WITH PUBLIC SPACE AND CROSS-LAMINATED TIMBER INTEGRATED INTO THE DESIGN.

5.69

Integrate public use space into the design of the structure and explore new building technologies such as the use of cross-laminated timber as shown in this design example.



5.70



5.71

5.72

Designing stairway and elevator bays as recognizable architectural features and public art elements that enhance the character of Town Center and the civic presence of nearby City Hall is encouraged.

m. Elements such as metal panels or metal mesh screens, trees, landscaping and/or green walls, and public art should be integrated into the design to further break up the façade of the long exterior walls, as shown in examples in **Figures 5.56, 5.57, 5.62, 5.63, and 5.69**.

n. Elevator and stairway towers shall be designed to be highly identifiable as attractive architectural features of the structure and with sufficient lighting for 24-hour use, as shown in examples in **Figures 5.70, 5.71, and 5.72**.

5.73

5.74

Architectural design of the parking structure should emphasize Pacific Northwest style and character, consistent with the style and character envisioned for Town Center.

R, S, and T are examples of designs that emphasize Pacific Northwest style and materials. These design approaches also enhance human scale and place an emphasis on weather protection.

5.75

Courtyard space at the Washington Park Arboretum Environmental Education Center, Designed by Mithun Architects

5.76

o. Special attention shall be given to emphasizing the pedestrian entries of the structure to relate to human scale as shown in examples in **Figures 5.58 and 5.61**. The following elements shall be included in the design to enhance pedestrian entries.

(1) Pedestrian areas adjacent to the structure (such as along frontages/facades) shall be covered with overhangs or awnings (not fabric) or by an extended architectural entry area to provide weather protection.

(2) Parking structure entrances shall be clearly identifiable to pedestrians and use architectural features to highlight and enhance the attractiveness of the entry. Refer to examples in **Figures 5.58, 5.61, and 5.66**.

(3) A greater intensity of lighting shall be provided to enhance pedestrian safety and security, while also utilizing down shielding and other techniques to minimize light pollution to surrounding areas. Refer to examples in **Figures 5.56, 5.57, and 5.78**.

(4) Courtyards and/or plaza areas should be provided immediately adjacent to pedestrian entrances with landscaping, trees, accent lighting, special paving materials (colored, accent pavers or decorative concrete), public art, benches and seating, trash receptacles, and other furnishings that enhance the entry way and provide comfort and security for pedestrians. Refer to examples in **Figures 5.73, 5.74, 5.75, 5.76, and 5.77**.

5.77

Other examples of pedestrian entrances and courtyard spaces, including The Avenue, Washington DC, designed by Sasaki Associates

5.78

Various examples of covered pedestrian walkways from around the US.

(5) Pedestrian paths/sidewalks shall be provided along the outside of all sides of the parking structure that have pedestrian entrances and shall have weather protection through the use of an extended roof line or overhangs that relate to human scale. Roofline modulation should be provided to reduce the imp osing sense of the horizontal roof line. Varying the height of the parapet wall level is encouraged to avoid the appearance of a flat roofline. **See Figures 5.61, 5.64, 5.79, and 5.80.**

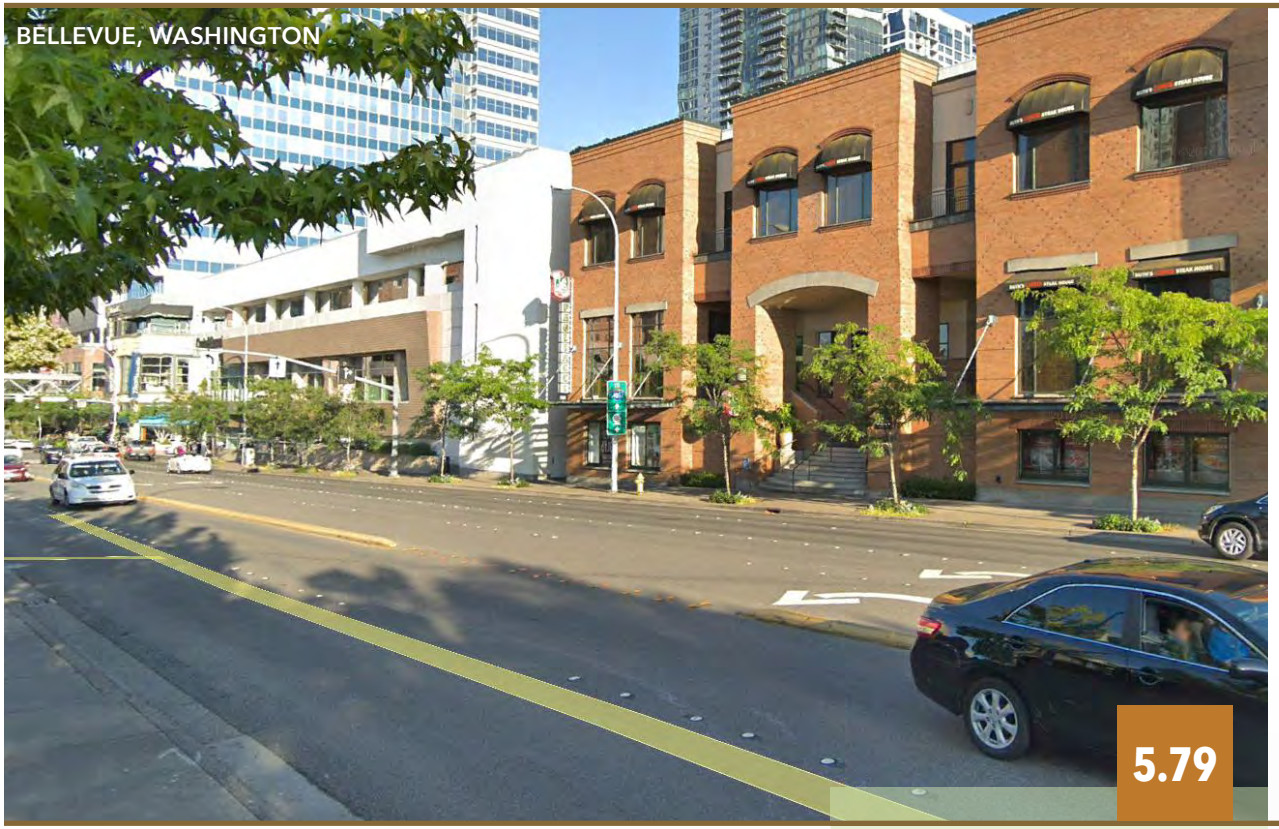
p. Architectural design of the structure should include a colonnade treatment with vertical columns that align with vertical piers to provide a covered pedestrian passageway. Design should encourage pedestrian flow and avoid barriers to pedestrian access and mobility. See examples in **Figures 5.56, 5.58, 5.59, and 5.60**.

q. Provide lighting fixtures, trellis elements, street trees (in grates at the sidewalk level) and other landscape and streetscape features and furnishings at intervals that reinforce and enhance the architecture and articulation and modulation patterns. See examples in **Figures 5.56, 5.58, 5.64, 5.73, 5.74, and 5.75**.

r. Level floor plates (sloped only enough to allow for positive drainage) should be provided where feasible, especially for floor plates that connect to frontages that incorporate commercial/active uses.

s. Ramps (those that include parking and those that do not) should not be visible to observers viewing the exterior of the structure from ground level. This can be accomplished through locating ramps within the core of the structure.

t. Flexibility in the design for later retrofit to other uses is encouraged. Greater floor-to-floor heights, flatter floors, alternate drainage and utilities positioning should be incorporated for easier repurposing into multifamily, retail, office, and other types of mixed-use spaces. In areas of active use integrated into the frontages of the parking structure, or as separate architectural structures in front of the parking structure, higher ground floor heights are desirable.



Multi-level parking structure with level floor plates, fronted with commercial/ active use and complementary architectural design to the setting; portions of the parking structure in example X are below grade.

This example shows active use space (commercial, civic, etc.) incorporated into the parking structure, with architectural detailing in the façade to blend the parking structure levels with the active use levels.

u. Roofline modulation should be provided to reduce the imposing sense of the horizontal roof line. Varying the height of the parapet wall level should be explored to avoid the appearance of a flat roofline. See examples in **Figures 5.61, 5.64, 5.79 and 5.80**.

v. The architectural design of the parapet wall shall be integrated with the other architectural treatments of the structure, compatible with and complementary to the building floor levels. The parapet wall should be finished in a manner that provides an effective screen, masking views of parked cars from adjacent properties and public areas.

w. Rooftop public use area/viewing spaces, if provided should be designed for convenient public use and accessibility. Solar energy elements, if provided, should be designed in coordination with the agency that will operate and maintain these elements. See examples in **Figures 5.56, 5.57, 5.81, and 5.82**.

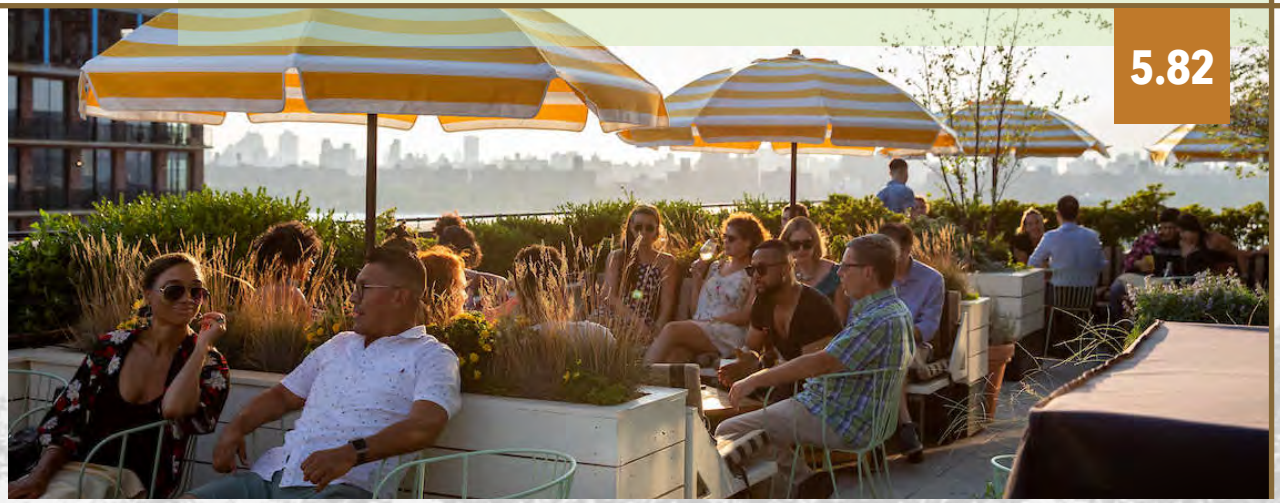
x. Rooftop space for public use, if provided, should be designed for active use and to provide opportunities for viewing Lake Washington and Mount Rainier and should include landscaping and green space. See **Figures 5.82, 5.83, and 5.85**.

Photo voltaic solar panels that also provide sheltering/ weather protection on the roof deck of a parking structure

5.81

Providing publicly accessible rooftop space as a public benefit is strongly encouraged. This space can be designed to provide rooftop viewing that takes advantage of Town Center's proximity to Lake Washington.

5.82



Zen Garden space on rooftop of parking structure in Houston, TX

5.83

y. Long term and short term bicycle parking should be designed so as not to detract from the Town Center character. See example shown in **Figures 5.84**.

5.84

Attractive examples of long-term and short-term bicycle parking; image at left is the Millennium Park bike station in Chicago

Example of interior portion of parking structure in London, England, repurposed as public café space.

5.85

5.5 Design Guidelines Applicable with Development Agreements and Mixed Use Bonus Provisions

5.5.1 MASTER PLANNING FOR A COHESIVE REDEVELOPMENT VISION

INTENT:

The provision of a master plan (as required under 5.1.2) indicating the proposed site improvements and buildings anticipated with all phases is an important element of the Development Agreement process to inform the community about the ultimate vision for changes at Town Center over the long term. Master planning of improvements helps to formulate and convey a cohesive redevelopment vision for Town Center.

PROVISIONS:

a. As with Major Town Center Design Review applications, applicants of projects subject to a Development Agreement shall submit a master plan that addresses all phases of the project.

5.5.2 BONUS HEIGHT THROUGH INCENTIVE PROVISIONS THAT IMPLEMENT PUBLIC BENEFITS

INTENT:

These provisions carry forward a two-tier bonus system, which may be activated for redevelopment above the allowed base height level, offering the opportunity for more intensive development capacity in exchange for important community amenities through the mixed use bonus provisions. These amenities shall be provided with application of the mixed use bonus provisions regardless of other amenities that may be nearby.

Mixed Use Bonus, Level 1: Building height can be increased to up to an additional ten (10) feet above the allowed base height per the provisions below.

Mixed Use Bonus, Level 2: Building height can be increased to up to an additional twenty (20) feet above the allowed based height per the provisions below.

PROVISIONS:

a. The applicant shall enter into a Development Agreement when the proposed height of building(s) exceeds the baseline height limit allowed by section LFPMC 18.42.130D.

b. Mixed Use, Bonus Level 1: Building height may be increased to up to an additional ten (10) feet above the allowed base height provided that the following required elements are incorporated into the project design:

   1. An additional 10,000 feet of interior public/ community space designed for a variety of uses and with flexibility to accommodate events (Third Place Commons concept) shall be provided in the first phase of the project.

   2. Construction shall achieve green building certification through one of the following protocols: Built Green 4-Star or Passive House

Institute US+ (PHIUS+). If an affordable housing project is required to certify through the Evergreen Sustainable Development Standard, this protocol shall fulfill the requirement.

c. Mixed Use, Bonus Level 2: Building height may be increased to twenty (20) feet above the allowed base height, with the provision of elements (1) and (2) of 5.5.2 b., and the provision of an additional open space (supplemental to base requirements per LFPMC), minimum size of 15,000 square feet, which is one of the following:

   1. An outdoor open space that is contiguous to and connected with the indoor public/community space under 5.5.2 b. (1) (such as connected with wider indoor/outdoor sliding doors and/or roll up doors that can be closed during inclement weather); or
   2. A rooftop public space with views of Lake Washington and Mount Rainier and designed with amenities for public use; or
   3. A public plaza designed for community events and festivals (in addition to the Farmers/Public Market space provision in 5.1.6).

Refer to Figures 5.1, 5.3, 5.5, 5.6, 5.7, 5.30, 5.32, 5.36, 5.42, 5.44, 5.45, 5.48, 5.50, 5.51, 5.52, and 5.53.

5.5.3 STEP BACKS IN BUILDING FACADES WITH BUILDINGS OVER THREE LEVELS ABOVE GRADE

INTENT:

Step backs in upper building levels are highly desirable to avoid canyon effects that may result in lack of solar access and views of the sky from the ground level, wind tunnels, and a feeling of imposing scale to pedestrians.

PROVISIONS:

When buildings exceed the allowed base height limit and are located in proximity to another building or other buildings that exceed the base height limit, the following provisions shall apply.

a. With the application of Mixed Use Bonus Level 1, when a building is located less than 50 feet (49.99 feet or less) from another building that is higher than the base height limit, the fourth level of these buildings shall step back a minimum of 12 feet from the third level of the building.

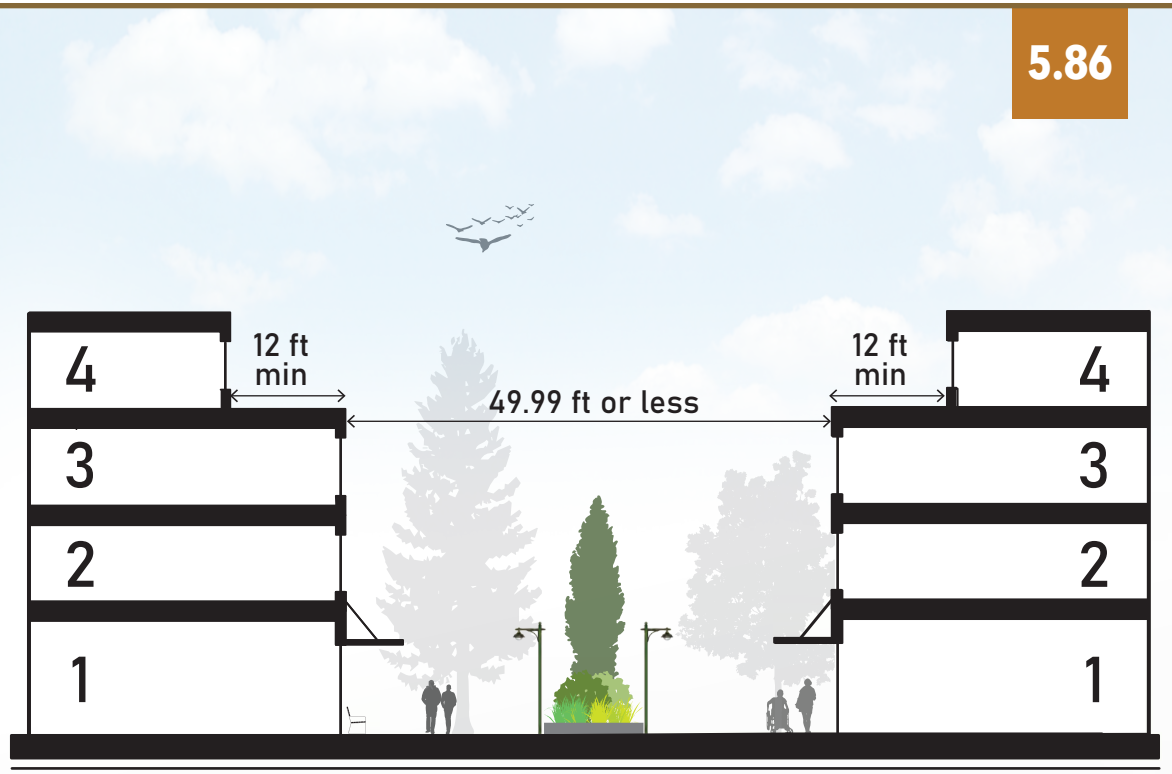
b. With the application of Mixed Use Bonus Level 2, when a building is located less than 60 (59.99 feet or less) from another building that his higher than the base limit height, the fifth level of these buildings shall step back a minimum of 6 feet from the fourth level of the building. This would be in addition to the step back provided under a., above.

c. The distance between buildings shall be measured from face to face (between the average extent of the facades from ground floor to the highest floor not including the roof overhang).

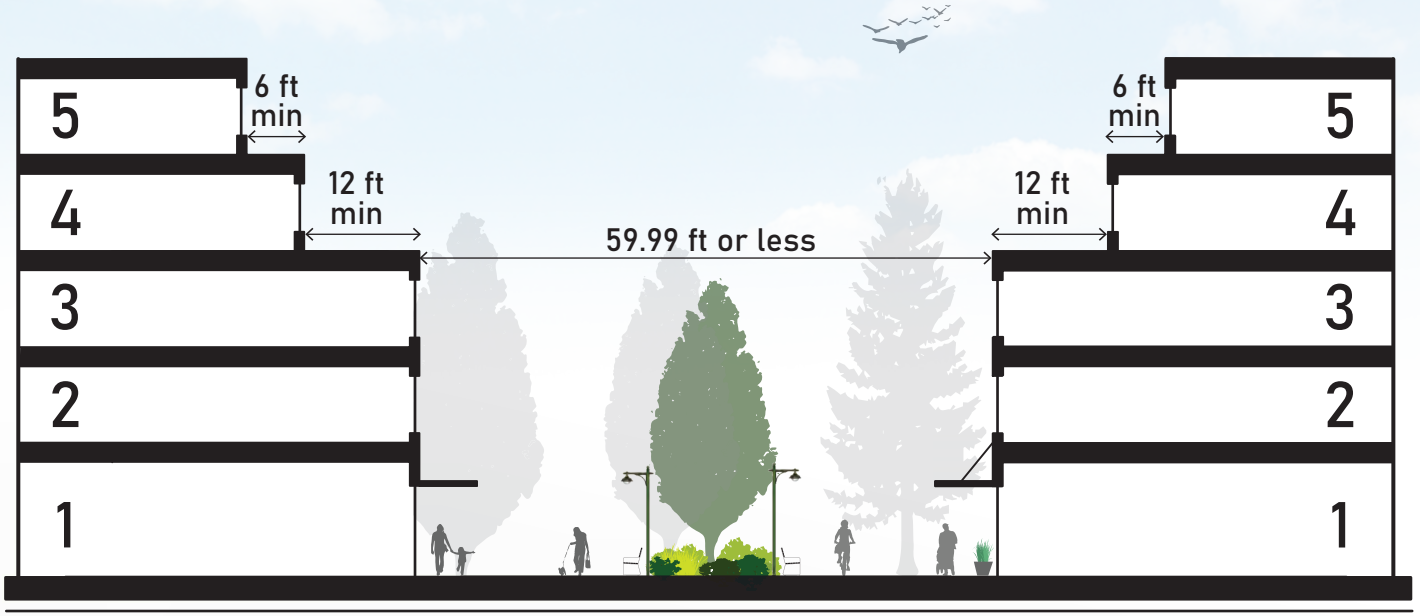
d. With podium construction, a step back of 12 feet or more at the top of the podium level (first or second level) to provide space for outdoor terraces, green spaces, or cafés satisfies the step back requirement for Bonus Levels 1 and 2.

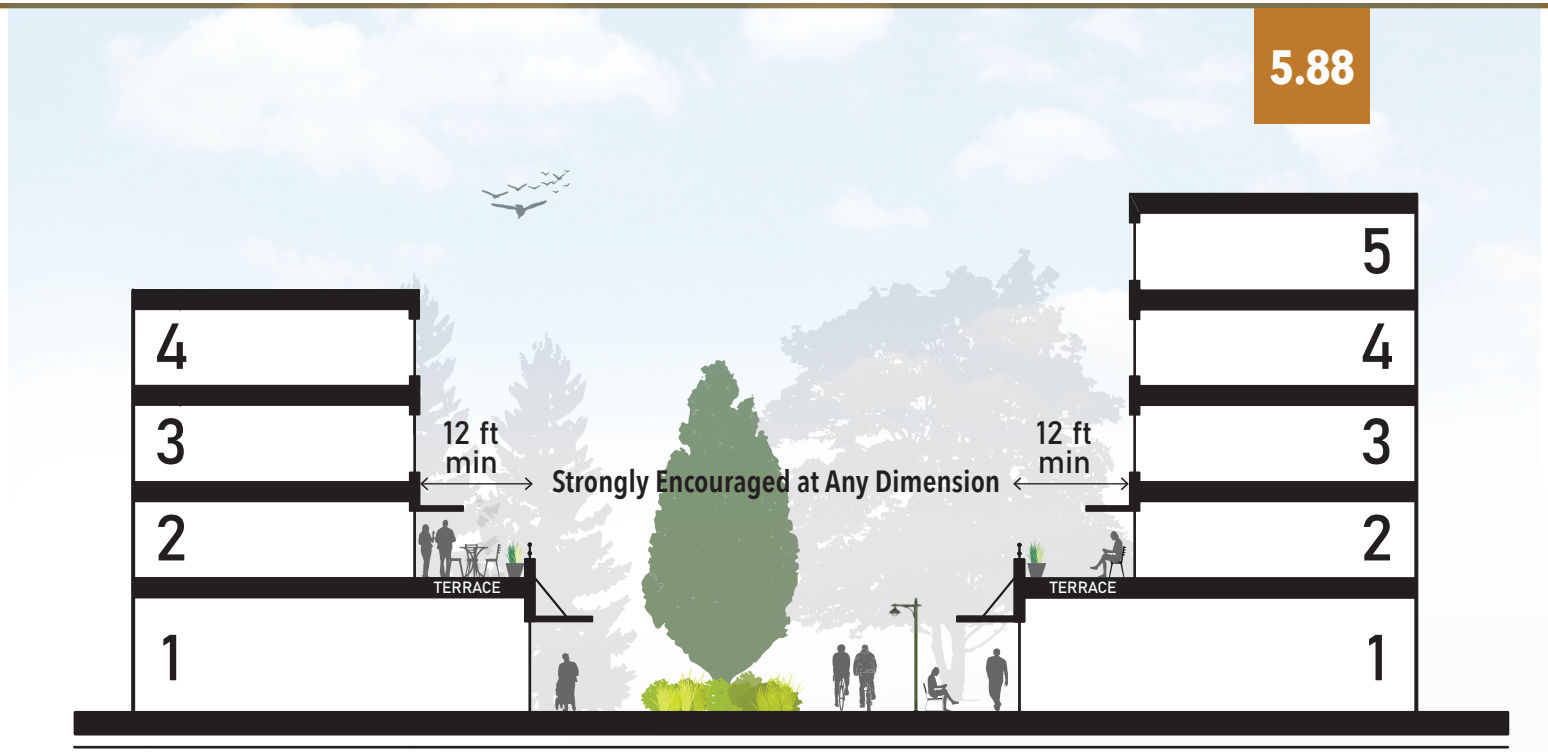
Refer to Figures 5.86, 5.87, and 5.88 for graphic illustrations of these step backs. **Refer to Figures 5.89 and 5.90** for examples of these step backs. **Refer to Figures 5.30 and 5.49** for examples of terrace areas on podiums. **Refer to Figures 5.32, 5.42, 5.48, and 5.53** for rooftop terraces open for public use.

5.86



5.87

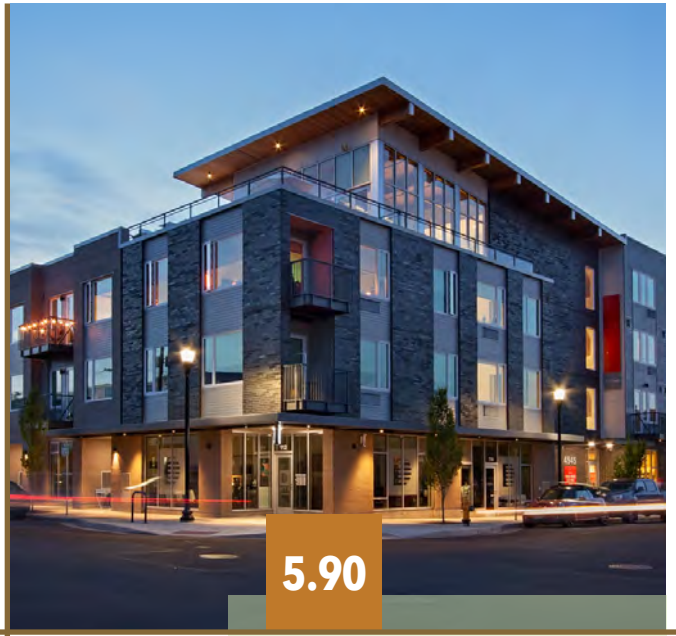




If a step back is provided at the podium level as shown, this shall satisfy the upper story step back requirement.
Step backs on the podium level are encouraged and could serve as public space and/or private residents patios/terraces.

5.89

Mixed Use/Residential Building with Stepped Back Upper Floors, Kirkland, WA



5.90

Mixed Use/Residential Building with Stepped Back Upper Floor and Public Terrace Space, Beaverton, OR

5.91

New Seasons Market with Second Story and Rooftop Public Space