



FRAMEWORK DESIGN GUIDELINES



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Framework Design Guidelines

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EXAMPLE PAGE

Freestanding Parking Structure

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 should accommodate a minimum of 300 vehicles. There is also interest by the City of Lake Forest Park that spaces for police vehicles and public parking be provided in the parking structure.

The design guidelines in this section are provided to guide the design of this freestanding parking structure and represent. See “Town Center Character” for design guidelines applicable to parking integrated within other redevelopment at Town Center. Refer to LFP MC 18.4X.XXX for specific code requirements applicable to the freestanding parking structure.

Overarching Guidelines

The City of Lake Forest Park will require a high quality of design and detailing for the freestanding parking structure proposed primarily for commuter use at the Town Center. 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. The following overarching design guidelines should be applied by the design team of the freestanding parking structure.

- The structure should be designed to blend in with the Town Center context and to be visually complementary to other existing structures in the vicinity. Ensure that the structure complements the scale and character of nearby existing buildings and potential future redevelopment.
- Ensure that the parking structure is designed to enhance the adjacent pedestrian environment and street character. Pedestrian access and orientation between the parking structure and other nearby uses, including City Hall and the future bus rapid transit station, as well as shopping buildings at Town Center, will be emphasized to enhance mobility and connectivity and to comply with all applicable accessibility requirements.
- The Parking structure should be designed to provide a positive, attractive contribution to the visual environment. The outer surfaces of the structure should look similar to a commercial, office, or residential building on all sides.
- High quality architectural design, materials, and details will be expected (see architectural guidelines on the following pages).
- Unity of design treatment will be expected on all sides of the parking structure.

Freestanding Parking Structure



Like this example from Boulder, Colorado, the exterior of the parking structure should be designed to blend with other nearby buildings and should include finishes and articulation resembling other existing and/or future buildings at Town Center.



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 from...<insert info>.

Freestanding Parking Structure



Like this example from Missoula, Montana, space for retail or other active use shall be included at the ground floor level per LFP MC 18.4X.XXX. The exterior area adjacent to this space should include features such as overhangs and awnings to provide weather protection for pedestrians. Sidewalk café spaces are strongly encouraged.



Freestanding Parking Structure



Consider opportunities to design combined stairway and elevator bays as recognizable architectural features that enhance the character of Town Center and the civic presence of nearby City Hall.

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