

Lake Forest Park Town Center Regulations and Design Guidelines

Planning Commission

Special Meeting and Public Hearing

February 11, 2020

Overview

City Council directed Planning Commission to recommend new Town Center regulations and design guidelines:

- ▶ Phase 1: Establish regulations and design guidelines for parking structures and a new review process for all Town Center redevelopment.
- ▶ Phase 2: Establish regulations and design guidelines for all other development at Town Center.

Overview

In order to accomplish this, the current approach involves repealing and replacing Chapter 18.42 *Town Center*.

- ▶ Some Phase 2 provisions already part of draft:
 - ▶ Permitted Uses and Limitations on Uses
 - ▶ Proposed maximum density: 700 units (number from EIS included for discussion)
 - ▶ Planning Commission will not make a recommendation on max. density until there has been further discussion.

**This Evening's Public Hearing and Planning
Commission Meeting is Focused on Phase 1—
Draft Code Amendments for the Parking
Structure**

Code Amendments Approach - Phase 1

- ▶ Establish code regulations for a freestanding parking structure:
 - Regulate location, footprint, and height.
 - Regulate parking stalls, bicycle parking, elevator towers/stairwells, pedestrian safety requirements, lighting, signage.
 - Require a minimum amount of active ground-floor use space.
 - Establish incentive program to authorize “bonuses” in exchange for public benefits.

Code Amendments Approach - Phase 1

Code regulations are the “shalls” and must be complied with to receive project approval. Design guidelines are the “shoulds.”

Shalls Code Regulations

- 1 **18.42.090 Freestanding parking structures.**
2 The following freestanding parking structure design standards apply in addition to or, as
3 specified below, supersede applicable parking requirements set forth in LFPMC 18.58:
4 A. Parking structure location and massing.
5 1. Setbacks. The following setback requirements apply to freestanding parking
6 structures:
7 a. Freestanding parking structures
8 shall be set back a minimum of 150
9 feet from adjacent residential-
10 zoned property. The setback shall
11 be measured from the adjacent
12 boundary of all residential-zoned
13 property. Refer to distance “A” in
14 Figure 18.42.090-1.
15 b. Freestanding parking structures
16 shall be set back a minimum of 100
17 feet from Lyon Creek. The setback
18 shall be measured from the
19 centerline of Lyon Creek. Refer to
20 distance “B” in Figure 18.42.090-1.
21 c. Freestanding parking structures
22 shall be set back a minimum of 50
23 feet from Ballinger Way (State
24 Route 104) north of the midpoint of
25 the driveway into Town Center. The
26 setback shall be measured from the
27 edge of the right-of-way. Refer to
28 distance “C” in Figure 18.42.090-1.
29 d. In all other places, freestanding parking structures shall be set back a
30 minimum of 20 feet from the property line. The setback shall be measured
31 from the edge of the right-of-way. Refer to distance “D” in Figure
32 18.42.090-1.
33 2. Façade alignment. Freestanding parking structures located within 50 feet of Lake
34 Forest Park City Hall shall protrude no further than 10 feet south of the southern
35 (front) façade of Lake Forest Park City Hall. When commercial or other active
36 use space conforming with the requirements set forth in LFPMC 18.42.090(K)(1)
37 is integrated into upper levels of the freestanding parking structure, the parking
38 structure may protrude up to 30 feet south of the southern (front) façade of Lake

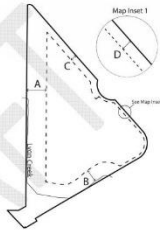


Figure 18.42.090-1. Minimum setbacks for freestanding parking structures.

Shoulds Design Guidelines

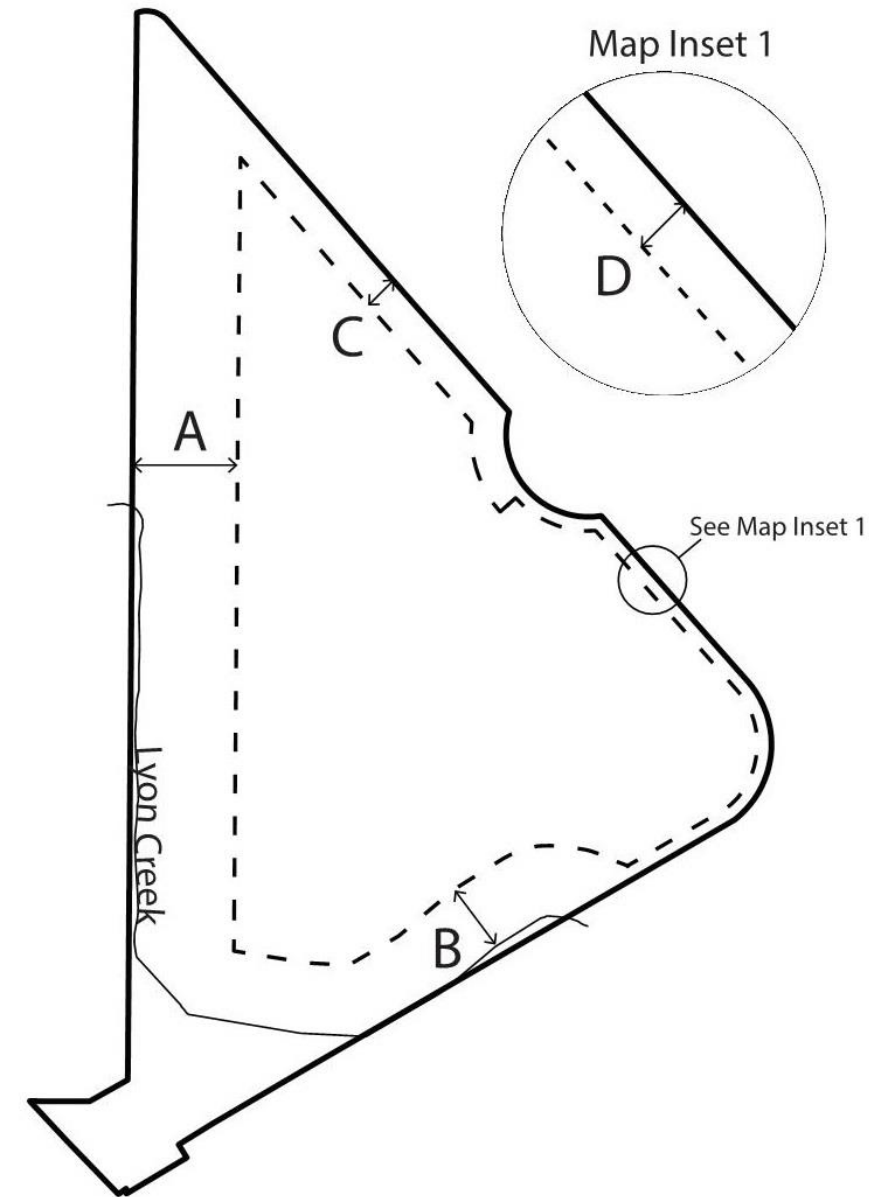


Code Amendments Approach - Phase 1

- ▶ Create a new design review process to review applications and allow public involvement.
 - Major Town Center Design Review
 - Minor Town Center Design Review
 - Creation of new Design Review Board.
- ▶ Authorize Development Agreements, including establishing list of non-negotiable standards
- ▶ Applicable to all development in the Town Center, including freestanding parking structures

Base Requirements

Standard	Requirement
Setbacks	Variable(see map)
Footprint	45,000 square feet max.
Max. Length and Width	350 feet by 150 feet
Maximum Height	30 feet
Façade Alignment (when located adjacent to City Hall)	No further than 10 feet south of City Hall
Active Ground Floor Use Space	10,000 square feet 60 foot depth Min.



Exceptions to Base Requirements

Exceptions

(apply to base and bonus requirements)

- ▶ Exceptions to Base Height:
 - Stair and elevator towers
 - Community solar project elements
 - Public spaces on rooftop
 - Public art
- ▶ Exceptions to Façade Alignment:
 - Pedestrian weather protection

Bonuses

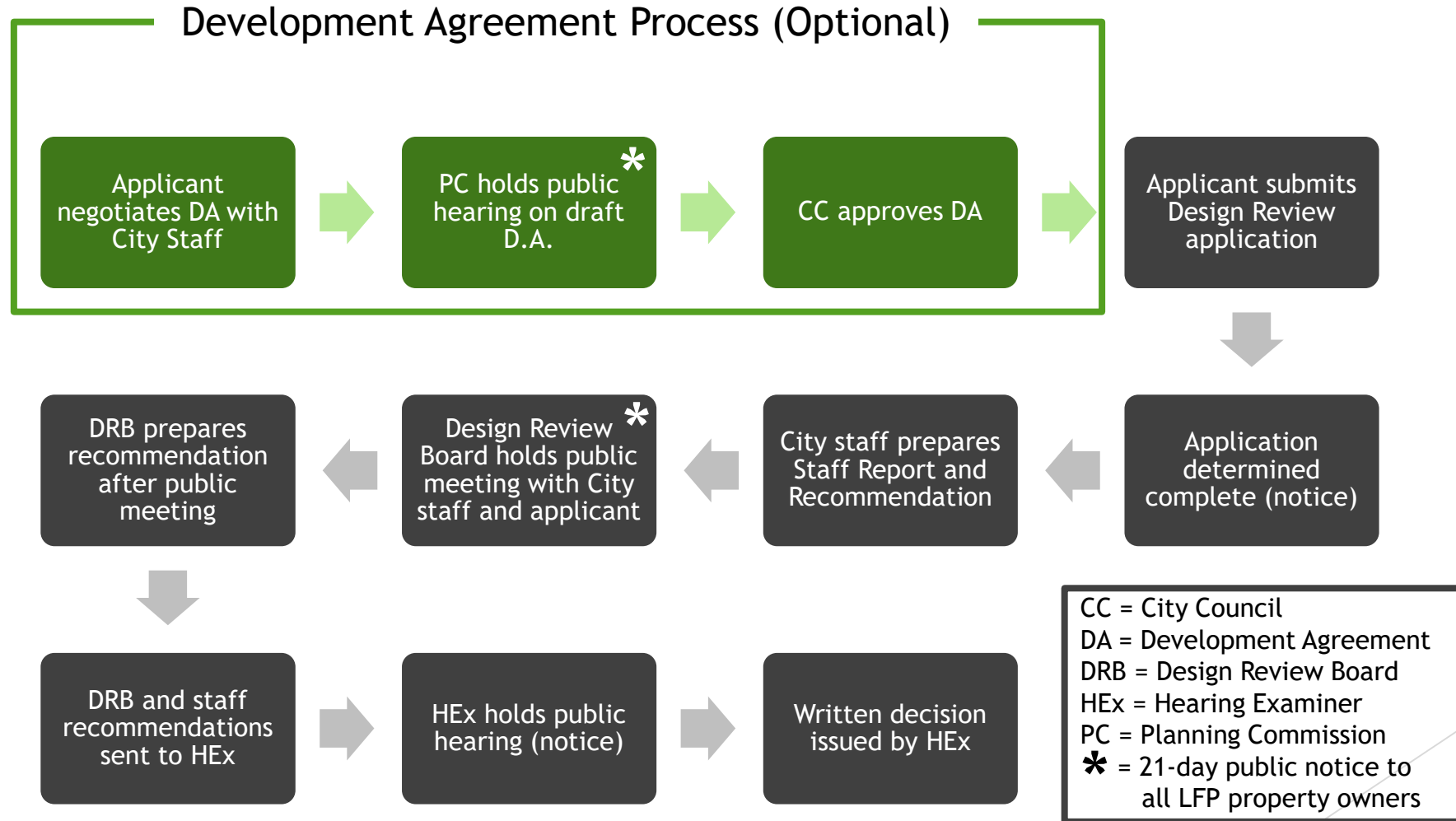
(authorized in exchange for public benefit)

- ▶ Bonus Height:
 - Increases to 60 feet max.
 - Can accommodate parking in smaller footprint
 - Can accommodate additional site amenities (most likely through partnership)
- ▶ Bonus Façade Alignment:
 - Protrusion increases to no more than 30 feet south of City Hall

Public Benefits

- ▶ Minimum of two benefits must be provided to authorize bonus height
 - One benefit must be a public space and/or community space such as a plaza, trail, community room, etc.
 - One benefit can be any of the following:
 - Grade-separated ped/bike crossing between Town Center and Burke-Gilman Trail
 - Provision of 50+ parking spaces for City and non-transit public use
 - Community solar project or alternative carbon-reducing features
 - Fees in lieu can be authorized through a Development Agreement
- ▶ Additional mixed-use space is the only benefit that can authorize façade alignment bonus

Design Review Process



Design Guidelines

- ▶ Establish design guidelines for a freestanding parking structure
 - Provide flexible control over site and building aesthetics.
 - Guidance on building facades and materials, screening, landscaping, pedestrian and bicycle connectivity.

Design Guidelines

- ▶ New section of the updated Town Center Framework Design Guidelines; following are a few example pages.



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 should accommodate a minimum of 300 vehicles. The City of Lake Forest Park is also interested in the inclusion of 50 spaces for police vehicles and public parking 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 18.42.XXX for specific code requirements applicable to the freestanding parking structure, including provisions related to height, maximum footprint, integration of commercial, active, and/or public use space, and public benefits. Photographic examples of best practices are labeled A through V and referenced throughout these guidelines.

Additional design methods and approaches that meet the intent and purpose of these guidelines may be proposed and considered during the project review process.



The commuter parking structure should 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.

Example from Missoula, Montana

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 visually complementary to other existing structures in the vicinity. The structure should complement the scale and character of nearby existing buildings and potential future redevelopment.
- Architectural design of the parking structure should emphasize Pacific Northwest style and character, consistent with the style and character envisioned for Town Center as a whole and creating the sense of a forested village setting.
- The structure should be sensitive to 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, should be emphasized to enhance mobility and connectivity and to comply with all applicable accessibility requirements.



Space for retail or other active use shall be included at the ground floor level per LFP MC 18.42.XXX. Exterior overhangs and awnings for pedestrian weather protection and sidewalk café spaces are strongly encouraged.

Examples from Missoula, Montana and Seattle, Washington



Detailed Architectural Design Guidelines

1. The design of the parking structure should avoid the sense of a rectangular utilitarian box composed of concrete and/or steel beams and columns. All sides of the structure should be designed with high quality facing materials and with design details that provide an attractive appearance and resemble the look of other high quality commercial, office, or residential buildings. See examples A, B, F, G, L, and P.
2. Special attention should be given to emphasizing the pedestrian entries of the structure through architectural features, covered areas for weather protection, architectural treatments and materials that highlight these areas, landscaping, paving, and public art. See examples C, D, E, G, M, N, and O.
3. Elevator and stairway towers should be designed to be highly identifiable as attractive architectural features of the structure and with sufficient lighting for 24-hour use. See examples I, J, and K.

4. High quality materials and finishes should be utilized including brick, stone, or timber (cross-laminated timber or other emerging structurally sufficient materials), as well as the design detailing with articulation and glazing that resembles windows of a quality commercial, office, or residential structure. Metal panels or metal mesh screens and public art treatments may be incorporated in portions of the structure. See example H.



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.

Example of a design competition entry for a parking structure with public space integrated into the design and cross-laminated timber.



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

M, N, and O 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.



What's Next?

- ▶ Freestanding Parking Structure:
 - Planning Commission considers public comments and prepares a recommendation on regulations and guidelines to City Council.
 - City Council reviews Planning Commission recommendation and makes revisions as needed.
- ▶ Phase 2 Town Center Code Amendments:
 - Planning Commission completes review and makes a recommendation on general regulations and design guidelines for Town Center (new Chapter 18.42 and updated the Town Center Framework Design Guidelines document).
 - City Council reviews, amends as needed, and adopts regulations and updated Framework.



► Public Comments

Traffic Analysis

- ▶ All future development will require a traffic study
 - ▶ Environmental (SEPA) requirement
 - ▶ Major Town Center Design Review Process application requirement

- ▶ Typical traffic study review process:
 1. Traffic study prepared by qualified traffic engineer
 2. Third-party traffic engineer reviews the traffic study for technical correctness
 3. Traffic study recommendations and/or mitigations can be included as conditions of approval of Major Town Center Design Review application