Memorandum

To: City Council
CC: Mayor Jeff Johnson
Phillip Hill, City Administrator
Kim Adams Pratt, City Attorney
From: Steve Bennett, Planning Director
Date: December 24, 2020
Re: Town Center Code Update
Attachment: December 24, 2020 draft of Town Center Framework Design Guidelines (text only)

The attached draft of the text for the Town Center Framework Design Guidelines has been updated to include the following subsections in Section 5 (Framework Design Guidelines):

- Town Center Character and Architectural Design
- Site Planning and Design and Open Space Qualities
- Pedestrian Friendly Design, Pedestrian Amenities, and Places for People
- Guidelines Applicable with Development Agreement and Mixed Use Bonus Provisions

Sections 1 through 4 were the subject of only minor updates since the original draft was reviewed at the December 10, 2020 Work Session. Images and photos to support the guidelines will be available next week.

Town Center Framework Design Guidelines—Partial Draft of Written Content

Draft—December 24, 2020

Table of Contents

<Note: Similar to the Freestanding Parking Structure Design Guidelines recently drafted, this document will be placed into the same graphic design format with extensive photographic examples. This initial "Word" version allows for more efficient tracking of changes as the text will be amended to reflect Council discussion.

While some graphic illustrations are provided in this initial draft of the document, other illustrations will be added along with representative photo examples and captions (in similar layout to the Freestanding Parking Structure section previously presented). A set of photo examples keyed to each section of the Framework Design Guidelines for City Council review soon.>

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 Tuobeda'bš native 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 that 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.

MULTI-MODAL 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 Tuobeda’bš native 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.

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.

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 (see Figure 4.1 for boundaries of the TC zone). 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.

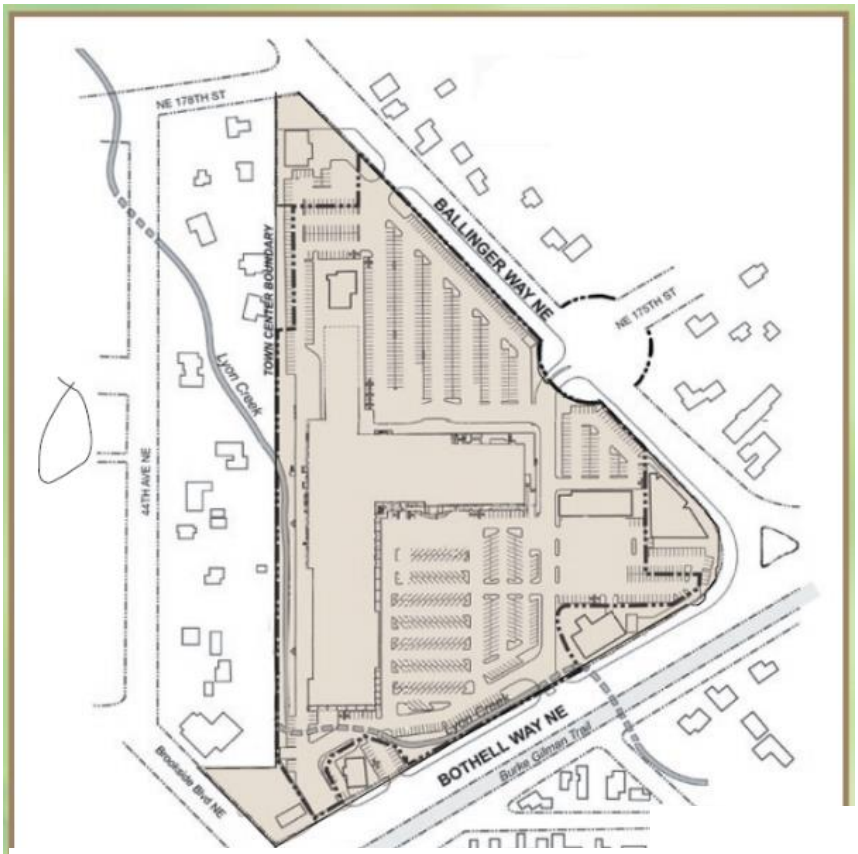


Figure 4.1—Existing Conditions and Map of Town Center (TC) Zone

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 propose to offer more intensive development capacity in exchange for important community amenities, as also articulated within the provisions of LFPMC. 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.

<Note: This purpose statement was adapted from the original Framework Design Guidelines with a few edits.>

Applicability

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.

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 55 feet maximum if one public benefit is provided from the list in Section 5.4.3 of these Framework Design Guidelines.

Mixed Use Bonus, Level 2: Building height can be increased to up to 65 feet maximum if two or more public benefits are provided from the list in Section 5.4.3 of these Framework Design Guidelines.

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 and mandatory 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. This provision must be followed as part of planning, design, and implementation of the project. It is a standard that must be comply with.

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.

ACTIVE VERBS—When provisions are worded in the imperative, beginning with an active verb, such as "provide," "ensure," "create," "include," "emphasize," or other active verbs, they are also requirements of the project (standards that must be complied with).

5 Framework Design Guidelines

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

5.1 Town Center Character and Architectural Design
5.2 Site Planning and Design and Open Space Qualities
5.3 Pedestrian Amenities and Places for People
5.4 Design Guidelines Applicable with Development Agreements and Mixed Use Bonus Provisions
5.5 Freestanding Parking Structure Design

5.1 Town Center Character and Architectural Design

5.1.1 Architectural Design Quality

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. Architectural design and the aesthetics of buildings and structures should 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 architecture and that creates the sense of a "Village in the Forest."

Provisions:

The following design elements and approaches are representative of Pacific Northwest architectural style and apply to the design of Town Center buildings and outdoor spaces.

a. Ensure that all buildings and spaces are pedestrian-oriented and contribute to the attractiveness and vibrancy of the Town Center.

b. Emphasize design excellence and high quality in the selection of building and site materials.

c. Carefully consider building massing in design and ensure that the siting and design of large buildings includes elements that reduce their perceived massing to pedestrians and that add visual interest.

d. Landscapes of entry and side gardens, surrounding yards and spaces, and walkways shall be designed to emphasize native trees and vegetation and to provide year-round abundance of flowers and varied colored foliage (landscaping is an integral element of Pacific Northwest architectural design).

e. Provide weather protection and cover at building entries, corridors and outdoor spaces adjacent to buildings (entry ways, pedestrian corridors, patios, balconies, bicycle storage areas, gathering spaces, etc.).

f. Emphasize design excellence and creativity—the design must be an authentic representation of place, context, and culture and not contrived (for example, non-authentic architectural styles symbolic of other places or that are thematic such as "Bavarian," "Colonial," "Tuscan," "Mediterranean," or other styles that are not of Pacific Northwest vernacular are not acceptable).

g. Wood shall be a predominant architectural material— siding, large beams, shingles, with emphasis indoors and outdoors. Examples of wood and timber elements include exposed beams; visibility of post and beam construction; exposed timber framing, often heavy timber used boldly as open exposed elements; columns and beams become elements of design as well as of support; as well as natural wood materials for exterior cladding; often vertical in nature to shed the rain; and cedar shingle roofs or metal standing seam roofs in dark earth tone colors.

h. Include an abundance of natural materials from the region in building and site elements—wood/timber (cedar, fir, laminated wood products), cut stone (real preferred over cultured) and masonry, exposed concrete, and weathered steel or sometimes painted in dark tones. Stone should be sourced locally and providing mix of textures.

i. Indoor and outdoor stone fireplaces are common features of Pacific Northwest design, and should be included in indoor and outdoor public use areas.

j. Design shall emphasize natural light from many different angles and facades; often floor to ceiling transparency to the outdoors with large windows; skylights are common, along with creative architecture and siding that lets light but not weather in.

k. Provide generous glazing along all types of building frontages (mixed use, commercial, office civic, residential).

l. Building design should include pitched roofs with pronounced eaves; symmetrical or asymmetrical roof lines can be designed as signature architectural features.

m. Provide roofline and façade variations, modulation, and articulation that give the appearance of multiple separate buildings (not one wall*)*; and application of materials that creates visual variation and patterning of the façade.

n. 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 rigid and formal. In Pacific Northwest design, indoor spaces often spill out and large movable and roll up doors open to patios and seating areas; strong interaction between indoors and outdoors with outdoor space often an extension of indoor (outdoor cafes/dining); Gardens, terraces, patios, decks, etc. become integral extensions of interiors.

o. Buildings should be well integrated with and blend with the site and landscaping and should be oriented to capture Pacific Northwest views (Lake Washington, Mount Rainier, territorial views of Puget Sound forested lowlands, and immediate views of the outdoors) and openness of facades enhances view opportunities; most rooms have access to the outdoors.

p. Colors should be carefully selected to blend with and reflect the surrounding landscape—often darker earth tone colors, shades of brown, green, gray blue with accents often in muted complementary colors; naturally inspired paint colors, but also other finishes that draw from colors and textures found in Pacific Northwest forests and waters; darker earth tone and muted colors blend in with natural surroundings more effectively than lighter and brighter colors.

q. Accent lighting should be provided to enhance the quality and materials in the architecture.

r. Best practices in sustainability shall be reflected in use of reused/recycled/local materials and water and energy efficient systems. On-site energy generation should be provided when possible (solar). Other best practices in the Pacific Northwest include stormwater management, preservation of large trees in design, and generous plantings of trees and landscaping with new site development, as required by provisions in the LFPMC.

s. Designers should consider the integration of rustic Cascadian and craftsman elements, as well as Native American art, which are often seen in Pacific Northwest architecture. Japanese design influences have sometimes inspired interactions between indoor and outdoor spaces, and contemporary elements and designs styles also are sometimes incorporated.

5.1.2 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. Architectural scale and design of buildings shall be cohesive with adjacent residential development along the western length of the Town Center. If redevelopment occurs 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. Cohesive design will strengthen the visual identity of the Town Center area and enhance 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.

b. Design shall connect social gathering spaces and pedestrian corridors in key areas, including along the Lyon Creek corridor.

c. Buildings shall be designed to fit into the setting and to relate to buildings of other phases of redevelopment—relating to the context rather than calling attention to themselves through design excesses or novel variations. Architectural elements shall enhance, not detract from, the overall character at Town Center.

d. Use architectural elements used at a 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 buildings.

e. Use of original designs and contemporary approaches that help to convey Pacific Northwest style, a commitment to sustainability, and village-like character are strongly

encouraged. For example, architects should consider the use of cross-laminated timber and other advancing timber construction technologies.

5.1.3 Human Scale Elements

Intent:

Architectural design shall be oriented to pedestrians, bringing a strong sense of human scale. A variety of architectural elements and characteristics are desirable to avoid monotonous or blank building facades and to encourage architectural design and building components that relate to human scale. "Human scale" is the relationship between buildings and site features and the people who inhabit or interact with the building and setting. In particular, buildings attain good human scale when elements are scaled and sized to provide visual interest that is attractive and discernable to people. 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) Balconies or decks in upper stories, at least one balcony or deck per upper floor on the façades facing streets, provided they are integrated into the architecture of the building

   (2) Window treatments that extend out from the building face

   (3) At least 100 square feet of pedestrian-oriented space for each 100 lineal feet of building façade

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

   (5) A porch, stoop, or covered entry

   (6) Spatially defining building elements, such as a trellis, overhang, canopy, or other element, that defines space that can be occupied by people

   (7) Upper story step backs in the façade of the building (see 5.4.X), provided at one or more of the upper stories

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

5.1.4 Building Design Details

Intent:

Building design details will enhance the character and identify 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. A three-story commercial building that is 100 feet wide and 35 feet tall must be observed at least 200 feet away in order for the building to fit within a person's cone of vision, so its overall shape can be perceived. At that distance, windows, doors, and other major features are clearly visible. However, within 60 feet to 80 feet from the building (approximately the distance across a typical street), a person notices not so much the building's overall form as its individual elements. At closer distances, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. 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. Creative design of buildings and store fronts shall be consistent with Pacific Northwest architectural style.

b. Enhance the pedestrian environment with attention to detail, particularly at the human scale ground level of buildings (see 5.XX).

c. 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

(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) Pacific Northwest style building materials, such as wood siding and accents, decorative masonry, shingles, cut stone (real stone preferred over cultured stone), and masonry materials approved by the City

(5) Individualized patterns or continuous wood details, such as fancy 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

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

(7) Decorative or special railings, grill work, or landscape guards

(8) Landscaped trellises, canopies, or weather protection

(9) 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

(10) Sculptural or hand-crafted signs

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

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

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

5.1.5 Building Entrances

Intent:

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

Provisions:

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

(1) Pedestrian covering; building entrances must be covered by at least 50 square feet of pedestrian weather protection. Entries may satisfy this requirement by being set back into the building façade

(2) Lighting—pedestrian entrances must be lit to at least four foot-candles as measured on the ground plane for commercial buildings and two foot-candles for residential buildings

(3) Building or business name—entries must be identified with respect to building and/or business

(4) Visibility—building entrances must be visible from the roadway and/or major public pedestrian pathway

(5) Transparency—entries must 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) Security—to the extent feasible, entries must be visible from areas with high pedestrian activity or where residents can view the entry (passive surveillance)

(7) Architectural or artwork enhancements. Building entrances must be enhanced by one or more of the following measures; entrances on pedestrian-oriented streets must feature two 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. Customers and employees may sometimes use "secondary" entrances off of a parking area, and businesses with secondary access ways shall comply with the following measures to enhance access:

(1) Provide weather protection at least 3 feet deep over each secondary entry

(2) Provide at least two foot-candles of illumination on the ground surface

(3) Incorporate two or more of the design elements listed in 5.1.5 a. within or adjacent to the secondary entry

5.1.6 Building Corners

Intent:

Visual interest and treatments at building corners can enhance character and encourage pedestrian activity.

Provisions:

a. Architecturally accentuate building corners at public and private street intersections by employing two or more of the following design elements or treatments to the building corner facing the intersection.

(1) A corner entrance to courtyard, building lobby, atrium, or pedestrian pathway

(2) Signature architectural elements such as a change in the roof line or turret

(3) Roof deck or balconies on upper stories

(4) Building core setback "notch" or curved façade surfaces

(5) Sculpture or artwork, either bas-relief, figurative, or distinctive use of materials

(6) Change of materials

(7) Corner windows

(8) Special lighting

(9) Special treatment of the pedestrian weather protection canopy at the corner of the building

(10) Other similar treatment or element approved by the City

b. In 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 (for example, such a feature could be designed for the park and ride structure in one or multiple locations).

5.1.7 Exterior Materials and Finishes

Intent:

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

Provisions:

a. If metal siding is used, it shall be decorative and not cover more than 25 percent of a building's façade visible from a public street, pathway, or park.

b. Metal siding shall:

(1) Have a matte finish in a dark neutral or earth tone such as brown, dark green, or other muted color.

(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

c. Concrete block walls shall only be used for screening structures and shall not be a predominant building material for new buildings at Town Center.

d. Concrete block construction used for screening structures visible from a public roadway, pathway, or park must 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

e. 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

5.1.8 Avoidance of Blank Walls/Treatment of Blank Walls if Unavoidable

Intent:

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. Blank walls (see definitions) are undesirable and should be avoided at Town Center. 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:

(1) Install 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 a successful treatment

5.1.9 Rooftop Features, Mechanical Equipment, and Appurtenances

Intent:

To screen the view of any rooftop mechanical and communications equipment from the ground level of nearby streets and residential areas.

Provisions:

a. Mechanical equipment shall be screened by extended parapet walls or other roof forms that are integrated with the architecture of the building.

b. Painting rooftop mechanical equipment to match building/roof finishes 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.

5.2 Site Planning and Design and Open Space Qualities

5.2.1 Orient 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.

Provisions:

a. Preserve and enhance views of surrounding forests, Lake Washington, and Mount Rainier (where possible) through orientation of buildings and spaces. Views and vistas should be optimized throughout the site with site planning and design as well as building orientation.

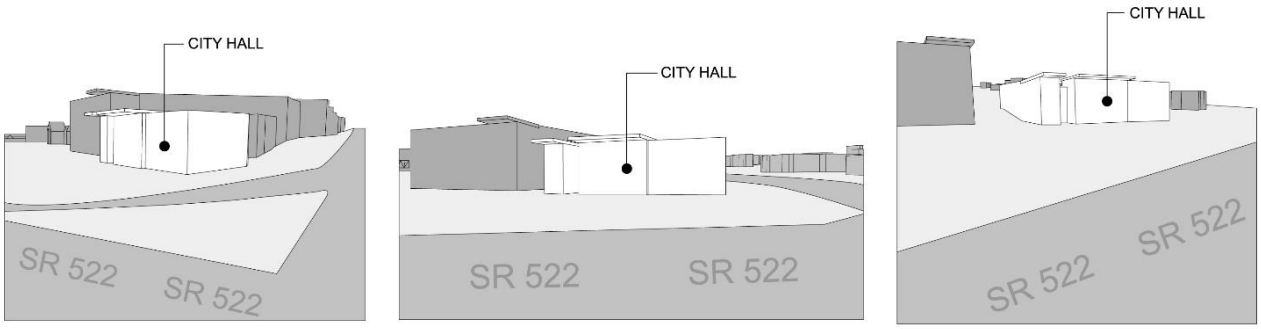
b. View corridors should be created and retained as part of site and building design as much as possible. Views can be framed within internal street and pedestrian corridors, between buildings, between stands of trees, and through architectural treatments.

c. Consider the vistas and vantage points from public spaces when designing sites, buildings, and streetscapes. Consider views from the pedestrian vantage point as well as from the vehicular standpoint. Also consider how buildings would look from vantage points within the site and around the perimeter and provide architectural treatments and screening to ensure these views are attractive.

d. Provide 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. Create axial relationships across the site, with pedestrian pathways that connect to visible features and landmarks whether part of the site or buildings.

e. Frame and enhance view corridors throughout the site, including opportunities to view the Lyon Creek corridor, forested surroundings, and other features. The integration and placement of trees and landscaping elements should be considered to enhance views to and from public spaces.

f. Locations where private residents as well as customers, employees, and visitors can enjoy views of Lake Washington, Mount Rainier, and the forested surroundings should be created in multiple places throughout Town Center.



Maintaining Visual Connectivity with City Hall from 522

Figure 5.X

g. A view corridor to City Hall from the main road entering the site from SR 522 should <shall?> be maintained and enhanced as part of redevelopment. See Figure 5.X.

5.2.2 Create a Stronger Sense of Green at Town Center

Intent:

Open space, trees, and landscaping reduce the visual presence of surface parking at Town Center and helps to screen and buffer development from surrounding neighborhoods and properties. 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 desires that Town Center character should represent a "Village in the Forest" aesthetic and should transition well with the forested surroundings. In addition, the community is strongly committed to maintaining a healthy tree canopy. Given these considerations, there is a need to significantly expand the sense of green at Town Center.

Provisions:

a. In site planning and design, create a stronger sense of "green" over "gray" at the Town Center, with open space areas, trees, and landscaping that visually predominate over surface parking areas.

b. Preserve existing trees in accordance with provisions in the LFPMC and enhance native plantings and habitat conditions within the Lyon Creek buffer, and in other locations where existing mature trees exist.

c. Refer to LFPMC 18.42.130.C and D for open space, site and parking area landscaping requirements.

5.2.3 Solar Access Considerations in Site Planning and Design

Intent:

It will be important to ensure that future shade/shadow patterns from Town Center redevelopment do not impact an adjacent property's capability to generate solar energy or have solar access for gardens. People working, living, shopping, and visiting Town Center should be able to have access to natural sunlight throughout the day and in all seasons.

Provisions

a. Each application for development shall conduct a specific solar access study at the time of application for each phase of development. The analysis shall include a modelling to provide graphic representation showing the shadows that would be cast by the proposed structure(s) and mature trees with the proposed design 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. Analysis shall show that proposed buildings and proposed trees at maturity will not create a greater intensity of shade or shadow on adjacent properties than what currently occurs due to existing structures, vegetation/trees, fencing, and other elements.

c. 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.) or other necessary and lawful purposes are exempt to the

extent that they do not exceed a period of six months.

5.2.4 Provide Space on an Ongoing Basis for the Farmers Market

Intent:

The Lake Forest Park Farmers Market has been located at Town Center for decades and it is highly important to the community that space for the Farmers Market continue to be provide in the future with any changes in site uses and development.

Provisions:

a. As part of project planning, coordinate with the City and Farmers Market entities to make provisions for the Farmers Market:
   (1) In the case of potential permanent relocation, jointly assess suitable alternatives at Town Center for the Farmers Market.
   (2) In the case of temporary impacts to the Farmers Market location or access during construction, assess 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 Market location.

5.2.5 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, the Lyon Creek corridor should 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 to and interaction with the Lyon Creek corridor, while continuing to protect environmental functions. For example, outdoor café spaces and gathering areas could be oriented nearby with a view toward the creek.

b. Create an expanded boardwalk area and/or nature path with overlooks along the creek corridor, along with interpretive displays that provide public education about the creek's function and values.

5.2.6 Enhance Connectivity Between Town Center and the Burke-Gilman Trail

Intent:

Enhancing pedestrian and bicycle access between Town Center and the Burke-Gilman Trail better connects 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.

Provisions:

a. Designers should consider opportunities in site planning and design to create more direct, efficient, and safe connections to street crossings that provide a route of access to the Burke-Gilman Trail.

b. Evaluate the potential to set aside areas for the public to use and access the trail; these may be particularly beneficial during weekends.

5.2.7 Site Planning and Design for Security

<Note: This may be redundant to other provisions in LFPMC, and if so, could be removed or reduced here.>

Intent:

To increase personal safety and property security.

Provisions:

a. Site development planning shall avoid creation of entrapment areas, where a person could become trapped with no exit route.

b. Provide two means of egress from all outdoor spaces.

c. Ensure entrapment conditions are avoided in the design of rooftop decks.

d. Avoid creation of areas that are dark or not visible from a public space.

e. Ensure that buildings, vegetation, or other objects (e.g., a storage enclosure) do not block visibility into a space or provide places to hide.

f. Avoid designing screens or landscaping that block motorists' views of pedestrians crossing streets, driveways, and vehicular circulation areas.

g. Where visibility is necessary to avoid creating an unsecure area to reduce the potential for

pedestrian/vehicle collisions, avoid design and planting of vegetation that will obstruct views between 3 feet and 8 feet above the ground.

5.2.8 Site Lighting

<Note: This may be redundant to other provisions in LFPMC, and if so, could be removed or reduced here.>

Intent:

Appropriately designed lighting will enhance site security, reduce light and glare from Town Center onto neighboring areas, and enhance the character and attractiveness of the site.

Provisions:

a. All publicly accessible areas shall be lighted with average minimum and maximum levels as follows:

(1) Minimum (for low or non-pedestrian and vehicular traffic areas) of 0.5 foot candles;

(2) Moderate (for moderate or high-volume pedestrian areas) of 1-2 foot candles; and

(3) Maximum (for high volume pedestrian areas and building entries) of 4 foot candles.

b. Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas (4:1 uniformity ratio). Highly contrasting pools of light and dark areas shall be avoided.

c. Parking area lighting fixtures shall be full cut-off, dark sky rated and mounted no more than 25 feet above the ground, with lower fixtures preferable so as to maintain a human scale.

d. All fixtures over 15 feet in height shall be fitted with a full cut-off shield.

e. Pedestrian-scaled lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

f. Lighting should not be permitted to trespass onto adjacent private parcels nor shall light source (luminaire) be visible at the property line. All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions shall not be visible above the roofline of the building.

g. Designers should incorporate lighting as an integral design component to enhance buildings, landscaping, or other site features. Use lighting as a signature element to

identify key site destinations including but not limited to the park and ride structure, City Hall, transit center, and other locations.

5.2.9 On-Site Service Areas, Utilities, and Solid Waste and Recycling Enclosures—Siting, Sizing, Fencing, and Screening

Intent:

Fencing, site walls, and architectural screening can prevent service areas from being a visual focus. These provisions encourage use of materials that will enhance the overall attractiveness of Town Center. Appropriately siting, sizing, and locating service areas and refuse storage facilities will minimize adverse visual, olfactory, or auditory impacts of mechanical equipment and service areas at ground and roof levels, as well as impacts of refuse containers and storage areas. Appropriately sized and located recycling areas will encourage the level of recycling by both commercial and residential customers.

Provisions:

a. Refer to LFPMC 18.42.130 for additional provisions related to fencing and site perimeter treatments. Cyclone and chain link types of fencing are prohibited.

b. Locate and screen utility meters, electrical conduit, and other service and utilities apparatus so they are not visible from adjoining properties and nearby streets. All on-site utility lines must be located underground. On-site utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility to the public. Such equipment shall not be located on the front of buildings or facades facing public areas. Project designers are strongly encouraged to coordinate with applicable service providers early in the design process to determine the best approach in meeting these standards. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.

c. Service areas (loading docks, trash dumpsters, compactors, recycling areas, and mechanical equipment areas) shall be located to avoid negative visual, auditory (noise), olfactory, or physical impacts on the street environment and adjacent residentially zoned properties. The City may require evidence that such elements will not significantly impact neighboring properties or public areas. (For example, the City may require noise damping specifications for fans near residential zones.)

d. Exterior loading areas and service vehicle (e.g., delivery and garbage truck) drives for commercial uses shall not be located within 40 feet of a single family residentially zoned property. Loading and service areas may be located across public streets from single family residential zones.

e. Service areas shall not be visible from the sidewalk and adjacent properties. Where the City finds that the only option for locating a service area is either visible from a public

right-of-way or space or from an adjacent property, the area must be screened with either landscape or structural screening measures provided.

f. All refuse areas for trash and recyclables shall be contained within a structural enclosure that is covered and protected from weather. The gates and walls must be at minimum of six feet in height, sufficient to provide full screening. The enclosure may use overlapping walls to screen dumpsters and other materials. Or trash and recycling elements may be integrated within buildings to the extent possible. They may be accessible from service drives and alleys where applicable. Developments shall use materials and detailing consistent with primary structures on-site (e.g. painted to match). Weather protection of recyclables shall be ensured by using weather-proof containers or by providing a roof over the storage area.

g. All refuse storage areas of trash and recyclable shall be properly sized <will add a chart of sizing requirements by land use type/number of units into the final version; researching King County Green Tools; this table can go either in the guidelines here, or in the Code>

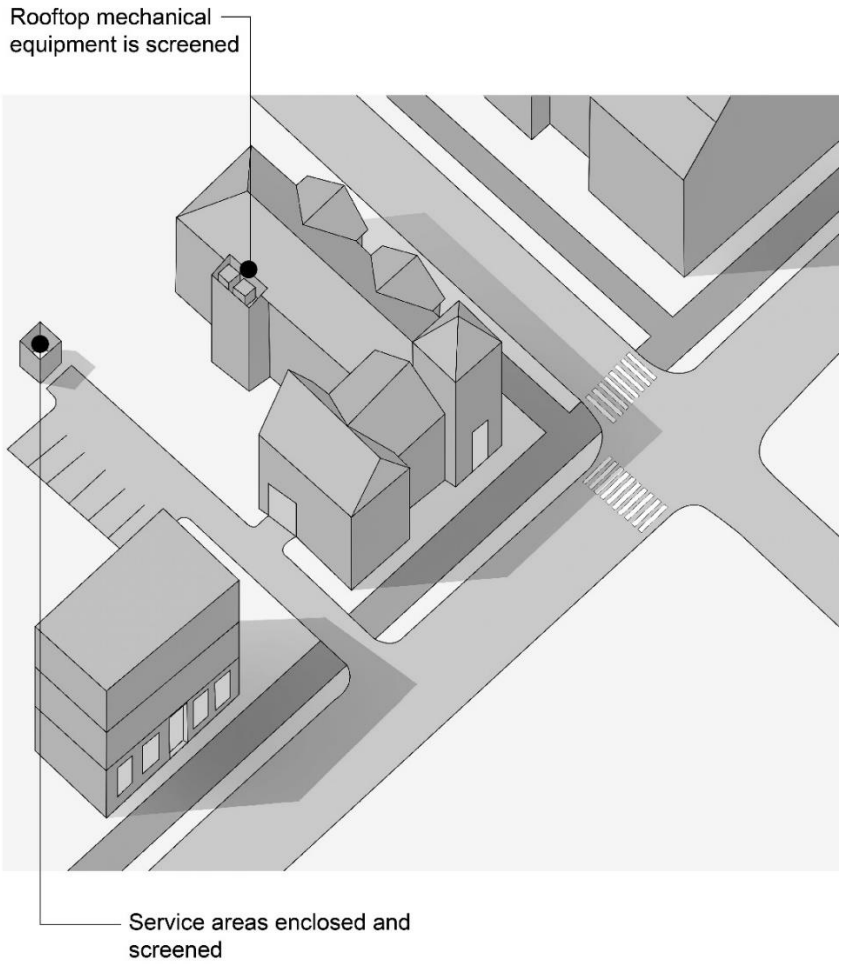
h. Collection points shall be located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic or does not require that a hauling truck to project into any public right-of-way.

i. Any service areas visible from the street, pathway, pedestrian-oriented space, parking area, or abutting residential property, shall be enclosed and screened around their perimeter by a durable wall or fence at least six feet high. Developments shall use materials and detailing consistent with primary structures on-site. Acceptable materials for the wall include brick, concrete block, or stone, with wood opaque gates. Attractively finished, opaque cedar fencing may be used as an alternative to a wall. Acceptable materials for site walls and fencing include brick, concrete block (see provisions under 5.1.7 c), stone, or wood, finished and painted to match the architectural character of the proposed development.

j. Ground-mounted mechanical equipment and communication devices must be located and screened to minimize visual and noise impacts to pedestrians on streets and adjoining properties.

k. Roof-mounted mechanical equipment and communication devices must be located and screened (see B.16) so the equipment is not visible from the ground level of adjacent streets or properties within 20 feet of the structure. 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.

l. All buildings must include screening for rooftop mechanical and other related technical equipment/materials, designed in an integrated, coherent manner consistent with the composition below them. All vertical screening elements must incorporate high quality cladding materials the same or similar to the type of materials used for the walls below.



5.2.10 Wayfinding

Intent:

Wayfinding is an important component in site development to assist pedestrians, bicyclists, and motorists in finding their way across Town Center. Wayfinding can help people 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 needs to be designed to be architecturally compatible and to reinforce a sense of place related to the desired "Village in a Forest" character.

Provisions:

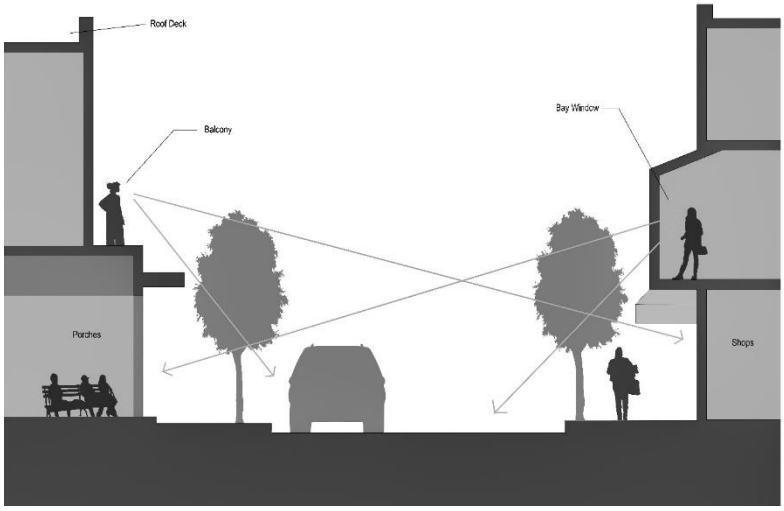
a. Create axial relationships across the site, with pedestrian pathways that connect to visible features and landmarks whether part of the site or buildings.

b. Connect social gathering spaces and pedestrian corridors with the Lyon Creek corridor and other key destinations and open space areas across Town Center.

c. Create views from one place to another to help people make visual connections. Provide 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. Town Center should look and feel as if it is one place with visual continuity and connectivity throughout.

d. Wayfinding elements should contribute positively to a positive retail and pedestrian environment and reinforce a sense of place. Wayfinding elements and related wayfinding signs should be visible but should not overwhelm the site or building architecture. Wayfinding installations (columns, signs, spires, etc.) could represent a particular style or theme representative of the Pacific Northwest with attractive architectural and art elements and detailing.

e. Along pedestrian friendly frontages, provide hanging signs that are oriented to the pedestrian and highly visible from the sidewalk while ensuring they comply with vertical clearance and other building code requirements.



5.3 Pedestrian Friendly Design, Pedestrian Amenities, and Places for People

<Note: there is some redundancy between the provisions in this section and those in 5.1 and 5.2 that can be cleaned up in the next draft.>

5.3.1 Pedestrian-Oriented Design and Pedestrian Friendly Site Design Practices

Intent:

The Vision for Town Center calls for creating a pedestrian-oriented, pedestrian-friendly Town Center, 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. Design and development shall transform the Town Center over time, 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 and gathering places. This will include eliminating pedestrian barriers and ensuring that walking routes are convenient, direct and pleasant, as well as providing comfortable and inviting outdoor spaces for a variety of activities during all hours and seasons and places where people can stop to sit, rest, and visit.

Provisions:

a. All buildings and site areas must be designed to meet applicable code requirements and provisions of the Americans with Disabilities Act (ADA)/Architectural Barriers Act Architectural Standards. In general, the preferred best practice is to provide universal design and general accessibility across the entire site and for all buildings used by the public. Transit facilities, infrastructure, and equipment shall meet federal accessibility requirements. This includes the pedestrian infrastructure approaching stations and within station areas, including public streets and rights-of-way, as well as intersections and crossings.

b. Design and implementation of transit-oriented development must 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. Provide safe and convenient pedestrian circulation for all, facilitating pedestrian access onto the site from all streets and continuous pedestrian access within and across the site in all directions.

c. Improve pedestrian access and connectivity in the Town Center zone as it redevelops. Public transit is dependent upon the quality of the pedestrian environment. A safe,

accessible, attractive pedestrian environment creates an efficient, seamless connection to transit, encouraging ridership; it also encourages walking at town center and enhances connections to businesses and other destinations across the site.

d. Create strong bicycling connections that facilitate access to and through the Town Center as well as access to transit.

e. Provide facilities for bicycle storage near the transit station and across the site, enhancing the linkage between bicycling and transit and reducing vehicle trips and vehicle miles traveled.

f. Buildings must be convenient to pedestrian access with clearly identified pedestrian entries. A building should provide a continuous, visually rich pedestrian experience along its ground floor street front. The most important part of a building to a pedestrian is its ground floor – the lowest level of the facade, which a person experiences walking past or entering the building. This "pedestrian experience zone" should provide a sense of enclosure, and a continuous and comfortable street edge for the pedestrian. Ground floor building transparency should foster interaction between the public and private realms.

g. For developments with multiple buildings, provide pedestrian circulation between all buildings.

h. New development must provide direct pedestrian access to adjacent public properties, such as parks, City Hall, the fire station, and other uses. Pedestrian and bicycle access in the Ballinger Way and Bothell Way rights-of-way will facilitate connections to surrounding neighborhoods.

5.3.2 Pedestrian Corridors and Street Frontages

Intent:

To create an active, safe pedestrian environment across the entire Town Center and along the rights-of-way of Bothell Way and Ballinger Way. While the Town Center consists primarily of privately owned property and private streets, the circulation system should function with the intent of a public network of pedestrian corridors and streets. This network shall serve all modes—pedestrians, bicycles, and motor vehicles and shall be designed to enhance the visibility, vibrancy, and attractiveness of all development along these internal and external travel ways.

Provisions:

a. Building entries must have direct pathways to pedestrian areas. If located along

Bothell Way or Ballinger Way, building entries should face the public walkway.

b. No untreated blank walls or service areas shall be located along Bothell Way and Ballinger Way or along the interior pedestrian/multi-modal network of the site, including any open spaces, social gathering places, or passageways used by pedestrians.

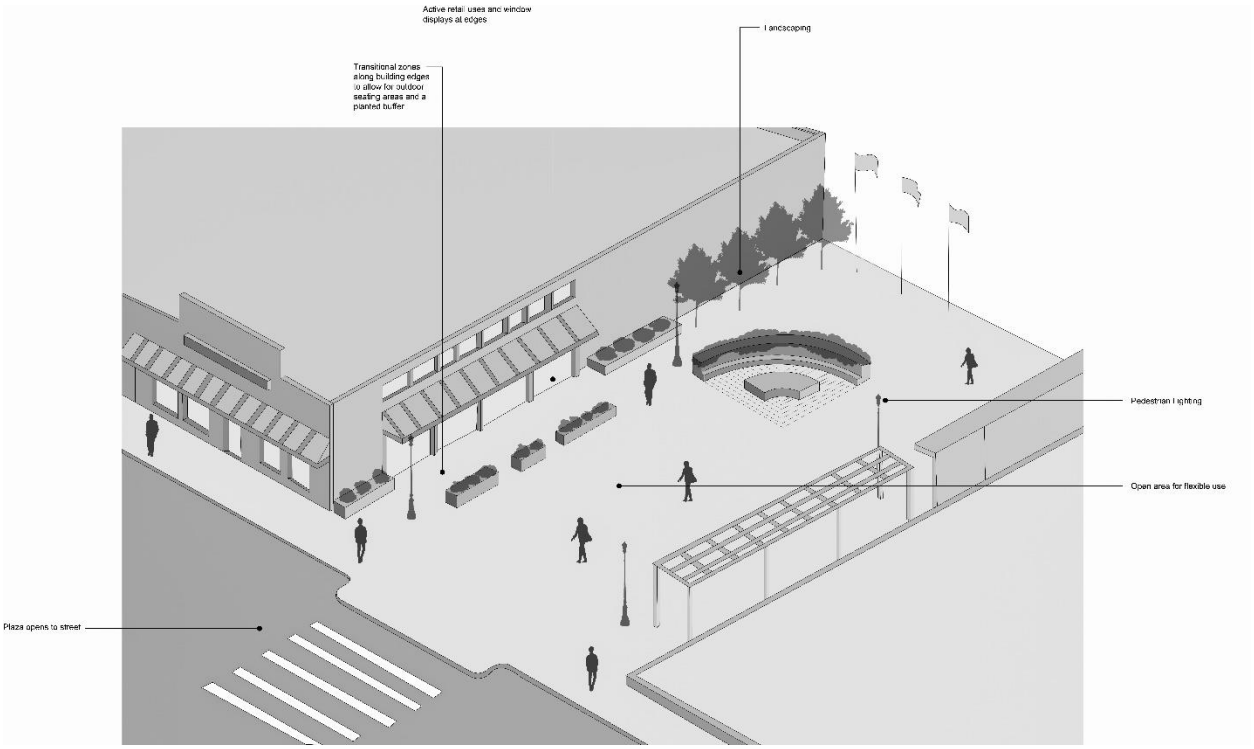
c. For buildings located in proximity to Bothell Way and Ballinger Way rights-of-way, the area between the sidewalk and the building must feature pedestrian-oriented space and landscaping.

d. Buildings along the Bothell Way and Ballinger Way rights-of-way and along the interior pedestrian/multi-modal network of the site must feature 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.

e. All building frontages along the Bothell Way and Ballinger Way rights-of-way and the interior pedestrian/multi-modal network of the site shall feature pedestrian-oriented facades. Service areas and untreated blank walls shall not front a corridor or multi-modal street (public or private) used by pedestrians.

f. Structured parking that is dedicated to other uses within a mixed use structure along Bothell Way, Ballinger Way, or interior pedestrian/multi-modal corridors must be screened per LFPMC requirements.

g. Sidewalks along Bothell Way and Ballinger Way and within the interior pedestrian/multi-modal network of the site shall be a minimum of 8 feet wide. Shared use paths designed to accommodate pedestrian and bicycle use shall be a minimum of 12 feet wide. Where sidewalks and pedestrian corridors front shops, restaurants, and active uses, a wider sidewalk width of up to 14 feet is strongly encouraged. Sidewalks are required on both sides of all public and private streets and motor vehicle travel ways within and adjacent to Town Center.



h. In all cases, it is preferred that buildings and not surface parking areas are located along the Bothell Way and Ballinger Way rights-of-way, as well as the interior pedestrian/multi-modal network of the site and at intersection corners. This will improve pedestrian access and facilitate access to the parking areas because the driveways will be further away from turning movements at intersections.

5.3.3 Pedestrian and Bicycle Access, Connectivity, and Amenities

Intent:

To provide safe, direct, and convenient pedestrian and bicycle access that minimizes conflicts between modes and provides connections to neighborhoods surrounding Town Center, and to provide attractive internal pedestrian routes that promote walking and enhance Town Center character, as well as to provide locations for bicycling across the full extent of Town Center.

Provisions:

a. Pedestrian and bicycle paths 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.

b. Pathways providing access to commercial and mixed-use buildings must be at least 8 feet wide. For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users. Note that 10- to 12-foot-wide pathways accommodate two couples passing each another and 8-foot-wide pathways accommodate three persons, groups, or families walking abreast.

c. Pathways along the front façade of mixed-use and retail buildings 100 feet or more in length (measured along the façade) that are not located adjacent to a street must be at least 14 feet wide with 8 feet minimum unobstructed width and include the following:

(1) Street trees must be 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 must be provided.

(2) Planting strips may be used between any vehicle access or parking area and the pathway, provided that the required trees are included, and the pathway is at least 8 feet in width and the combined pathway and planting strip is at least 14 feet in width.

(3) Pedestrian-scaled lighting is required, mounted either on posts no more than 15 feet high or on the building. Light posts, trees, landscaping, and other furnishings (benches, bike racks, etc.) should be located in the furnishings zone—the 4- to 6-foot-wide space adjacent to the curb line or outside edge (furthest from building) of pedestrian way.

d. Pedestrian and bicycle connectivity shall be provided along all site edges (including along Ballinger Way, Bothell Way, and the west property line near Whispering Willow Park and north, connecting to Ballinger Way, creating a full loop around Town Center).

e. Pedestrian and bicycle routes shall be provided across the full length and width of the site and intervals across the site to be determined in design. The maximum spacing between pedestrian ways on the site shall be no more than 350 feet in either direction across the site (northerly to southerly and westerly to easterly); connection patterns need not be gridded.

f. If buildings exceed the interval dimension of 350 feet required for pedestrian connectivity, an open, inviting public pedestrian way shall be provided through the building to enhance site connectivity. This type of space could be designed in many ways: as a breezeway/atrium space, market hall, or other type of enclosed space, but it must feel inviting to pedestrians.

g. For safety, security, and access, landscaping shall not block visibility to and from a path,

especially where it approaches a roadway or driveway.

h. Where buildings face onto a parking area rather than the street, provide wide pathways adjacent to the facades of retail and mixed-use buildings.

i. Provide bicycle racks on site or other means of safe and convenient bicycle parking at the rate of at least 1 rack (for two bicycles) for every 50 linear feet of a building façade with a main entry.

j. Benches and outdoor seating—provide at least 1 bench or 5 linear feet of seating wall or 2 outdoor chairs for every 50 feet of storefront (the length of the side of the building on which the main entrance is located). The seating may be located in a pedestrian oriented open space if located within 200 feet of the actual storefront.

k. Separate pedestrians from visual and other nuisances (e.g., trash dumpsters, loading docks, mechanical equipment, etc.) and if these areas must be located near pedestrian areas, they shall be adequately screened.

l. Design pedestrian routes so they provide direct access between parking and buildings and other important destinations across Town Center. Clearly delineate pedestrian routes across streets and parking areas.

m. Pedestrian routes shall be safely integrated with the multi-modal network including public and private streets and parking areas.

n. Clearly delineated pedestrian routes across streets and parking areas.

o. Provide pedestrian and bicycle connectivity across the entire site and around the Town Center perimeter.

p. Even though the interior network of streets at Town Center may be private, to the extent that these should be designed to look and function like public streets, with sidewalks, on-street parking, curb bulb-outs/extensions, marked crosswalks (raised where possible), and other features will enhance safety and convenience for all modes. In outdoor lifestyle shopping areas, a network of “main street” style shopping streets can encourage walkability and retail activity.

q. When creating a “main street” type shopping environment along roads with on-street parking, a 14-foot-wide pedestrian corridor is recommended, allowing a 4- to 6-foot-wide furnishings zone along the curb line and 8- to 10- foot wide pedestrian travel way between the furnishings zone and building frontages and entrances. Given the high intensity of use at Town Center, 8 feet is the minimum width for all pedestrian sidewalks/paths.

r. Twelve (12) feet is the desirable minimum width for shared use paths accommodating pedestrian and bicycle use in urban areas.

s. Pedestrian routes should be attractive and easy to use and should encourage walking and activity. 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).

t. Create a specific pedestrian experience along the Lyon Creek corridor through the site, such as a boardwalk with overlook points, benches, and interpretive features. Seek opportunities to locate uses such as outdoor dining and pedestrian gathering spaces near Lyon Creek as a focal point/amenity of the site.

5.3.4 Pedestrian 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 will use available seating in open, well-designed areas, not in secluded or awkward spots.

Provisions:

a. All areas shall be designed applying Universal Design best practices and in accordance with applicable code requirements and provisions of the Americans with Disabilities Act.

b. All areas shall be designed in conformance to Crime Prevention through Environmental Design (CPTED) standards.

c. Pedestrian gathering spaces should be surrounded by active use areas and partially enclosed rather than open ended on all sides. Examples include: courtyards, squares, mini parks/pocket parks, outdoor dining areas and game areas, event spaces, plazas and other spaces with active adjacent ground floor uses.

d. These areas should be spatially well defined, inviting, secure, easy to maintain.

e. Spaces should be designed to serve a variety of functions and provide diverse experiences—places for socializing, enjoying nature (such as the Lyon Creek corridor), for special events, and/or dining.

f. Providing amenities such as public art, water features, music, outdoor games, and a variety of seating and furnishings can help to activate these areas and encourage use.

g. Provide a variety of formal (benches, chairs, seat walls) and informal (wide steps, edges of landscaped planters and low walls, large boulders, etc.) types of seating around Town Center. Other important considerations include:

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

(2) Provide seating adjacent to pedestrian walkways, but away from high traffic

areas such as busy intersections.

(3) Design specific places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards.

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

(5) Seating areas generally should not be located more than three feet above or below street grade.

h. Treat low walls and steps appropriately to discourage creating skateboard attractions.

i. These areas should be well-lit and adjacent to shops, restaurants, and other areas that attract or are a focus of pedestrian activity.

j. Trees, shrubs and plants to help define spaces, create transitions from the park to the street and provide visual interest, but clear lines of sight should be maintained throughout and isolated, awkward spaces should be avoided.

k. Outdoor covered areas such as pavilions and gazebos over seating areas may attract year-round use and also should be lighted for use during evening hours.

l. Design pedestrian plazas, courtyards, squares, festival streets, nature walks, and other types of gathering spaces to encourage active use. Too often, plazas can sit empty because they are not oriented to other active uses or are poorly designed. Successful pedestrian-oriented plazas are generally located in areas with good visibility, solar exposure, and along a well-traveled pedestrian routes. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety. Outdoor gathering spaces should be inviting and maximize opportunities for use. Specifically:

(1) Provide a variety of plazas and pedestrian-oriented areas with each phase of redevelopment to attract the public and enrich the pedestrian environment and create gathering and socializing opportunities for residents, customers, shoppers, employees, and visitors.

(2) Provide comfortable and inviting outdoor spaces for a variety of activities and promoting a sense of safety and security for use year-round during all hours and seasons.

(3) Configure buildings and uses to encourage pedestrian activity and pedestrian focal points that interact and interconnect with the plazas and gathering spaces.

(4) Plazas should be centrally located on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

(5) For each phase of development, a focal plaza or gathering space should be an organizing element in design.

(6) Plazas should be no more than 3’ above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.

(7) Provide storefronts and other pedestrian-oriented uses, to the extent possible,

around the perimeter of the plaza.

(8) Provide transitional zones along building edges that allow for inside to spill outside, with outdoor dining and sitting areas and spaces for outdoor games. Provide space for food vendors/carts within or in close proximity to the plaza/gathering space.

(9) Include seating opportunities such as benches, chairs and tables, steps, and ledges for seating. 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 per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16".

(10) Locate plazas in areas with good solar orientation and consider strategic locations and functions for architectural elements that provide weather and wind protection that do not obscure views to/from the area. Structures, pavilions and seating areas shall be designed to feel safe and secure during day and evening hours.

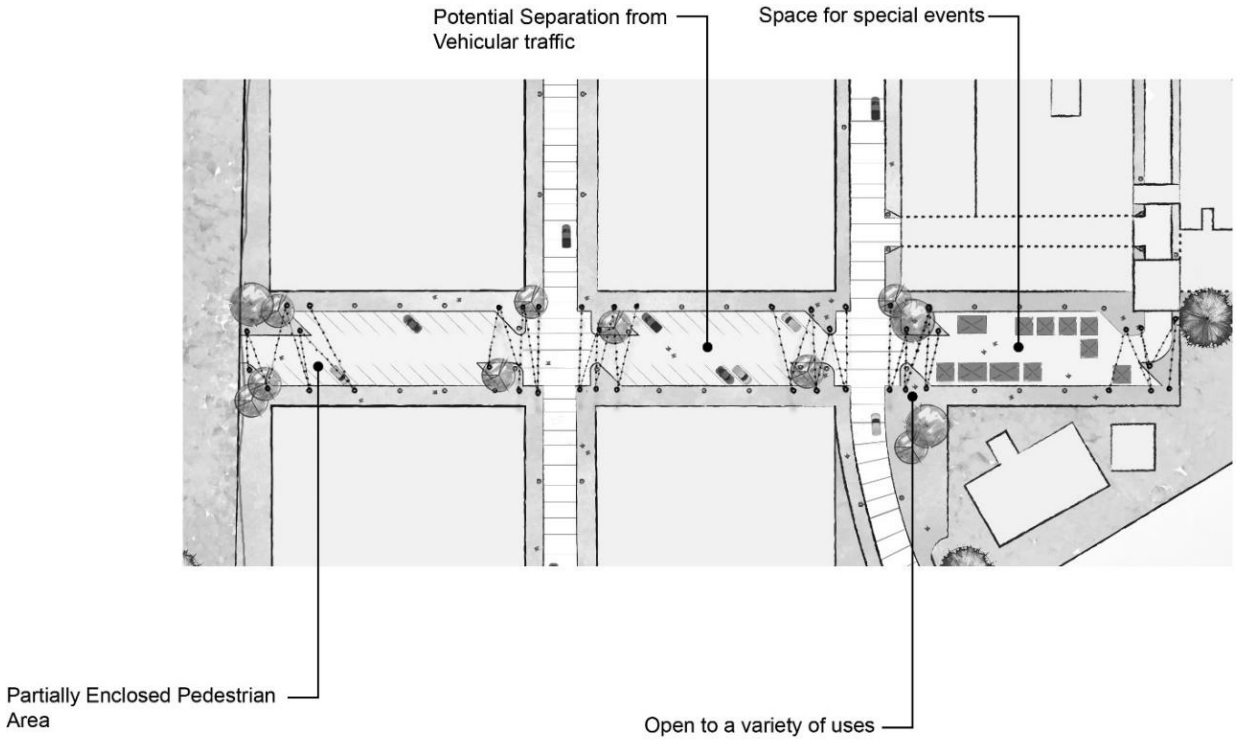
(11) Encourage public art and other amenities. At least 50 percent of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, or other pedestrian-oriented uses.

(12) Provide attractive landscaping that offers color and interest year-round throughout all seasons. Special consideration is required in design to prevent trees from blocking the sun. Landscaping can include planting beds, potted plants, trellises, and hanging plants. Trees, shrubs and plants can help to define walkways and use areas and to create transitions between the plaza and the street, as well as to provide visual interest. Landscaping shall be designed in accordance with CPTED standards.

(13) Provide activities for all generations and encourage inter-generational interactions. This includes play areas for all ages, games spaces for adults (outdoor games), gardening areas, and other spaces designed for use by all.

(14) Provide areas for dogs, carefully designed to be compatible with other site uses. Doggie doo stations should be provided in these areas.

(15) At Town Center it is envisioned that an outdoor space for festivals, the farmers market, and other events could be created as part of a festival street concept, as shown in Figure 5.3.X below.


Potential Separation from Vehicular traffic
Space for special events
Partially Enclosed Pedestrian Area
Open to a variety of uses

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

5.4.1 Master Planning for a Cohesive Redevelopment Vision

Intent:

The provision of a master plan indicating the proposed site improvements and buildings anticipated with all phases with the Development Agreement process will help to inform the community about the ultimate vision for changes at Town Center over the long term. Master planning of improvements will help in formulating and conveying a cohesive redevelopment vision for Town Center.

Provisions:

a. With a Development Agreement, the project proponent/applicant shall prepare a master plan and associated design concepts.

5.4.2 Land Use Emphasis Areas and Site Master Planning

Intent:

Current land uses on the site function well and in consideration of future land uses, residential would be best located on the northern portion of the site in proximity to surrounding residential use, while commercial would be best located in the southern portion of the site near Bothell Way, and the eastern portion of the site would remain focused on civic use with City Hall located there (see Figure 5.4.X).

Provisions:

- With Major Town Center Design Review applications that trigger the requirement for a Development Agreement, site master planning shall be completed to show how the proposed project will align with the land use emphasis areas shown in Figure 5.4.X.
- Site master planning should clearly indicate the height of buildings proposed, quantity of parking (structured and surface), phases, size and character of common and public open spaces, square footage of land uses, and number of residential units per phase.

Figure 5.4.X Land Use Emphasis Areas

Bonus Height through Incentive Provisions that Implement Public Benefits

Intent:

These guidelines carry forward a two-tier bonus system of incentives for redevelopment:

Mixed Use Bonus, Level 1: Building height can be increased to up to 55 feet if one public benefit is provided from the list in Section 5.4.3.b of these Framework Design Guidelines.

Mixed Use Bonus, Level 2: Building height can be increased to up to 65 feet if two or more public benefits are provided from the list in Section 5.4.3.c of these Framework Design Guidelines.

Provisions:

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

b. Mixed Use, Bonus Level 1: The maximum height shall be 55 feet. In order to activate this bonus allowance, ***one*** of the following public benefits shall be provided:

(1) Widen and enhance the Lyon Creek stream corridor as a character contributing element for center.

(2) Provide an additional 20,000 square feet of contiguous flexible open space (in addition to baseline requirements), approximately 10,000 sf of which shall be flexible interior space (a Third Place Commons concept).

(3) Develop an onsite linear pedestrian plaza/festival street area sized appropriately so that it can function as the permanent home for the Farmers Market.

(4) Develop a rooftop public space with views to Lake Washington and Mount Rainier, a minimum of 15,000 SF in size.

(5) <OTHER ITEMS COULD BE ADDED>

c. Mixed Use, Bonus Level 2: The maximum height shall be 65 feet. In order to activate this bonus allowance, ***a minimum of two*** of the following public benefits shall be provided:

(1) Widen and enhance the Lyon Creek stream corridor as a character contributing element for center.

(2) Provide an additional 20,000 square feet of contiguous flexible open space (in addition to baseline requirements), approximately 10,000 sf of which shall be flexible interior space (a Third Place Commons concept).

(3) Develop an onsite linear pedestrian plaza/festival street area sized appropriately so that it can function as the permanent home for the Farmers Market.

(4) Develop a rooftop public space with views to Lake Washington and Mount Rainier, a minimum of 15,000 SF in size.

(5) <OTHER ITEMS COULD BE ADDED.>

5.4.3 Step Backs in Building Facades with Buildings Over Three Levels Above Grade

- Fourth level or portions of building higher than 45 feet above grade shall step back from third level by at least 12 feet.
- Fifth level or portions of building higher than 55 feet above grade shall step back from fourth level by at least 6 feet.
- With podium construction, it may be desirable for the wood frame level over the concrete podium level to step back to provide space for outdoor terraces, green spaces, café

spaces, and other use areas. These may be designed for public use and/or for private use by residents of the building.

5.5 Freestanding Parking Structure Design

<see separate document>