

MEMORANDUM

TO: Lake Forest Park City Council
CC: Mayor Jeff Johnson
City Administrator Phillip Hill

FROM: Planning Director Steve Bennett
City Attorney Kim Adams Pratt

DATE: February 24, 2021

RE: Town Center draft code and design guidelines

ATTACHMENT: Drafts ordinances 1217, 1218, 1219, 1220, and 1221 with comments
Draft Design Guidelines and images

Council attached is a list of the sections in the draft ordinances for Town Center that have been edited since the February 11 study session and regular meeting, and the February 16 and 22 Committee of the Whole meetings. The yellow highlighted items have been included since Council's February 22 meeting.

Attachment 1 - Ordinance 1217 Town Center zone

- 18.08.107 Assisted Housing
- 18.08.131 Automobile-oriented uses
- 18.42.020(A)(5) added leasing offices
- 18.42.040(A) edited for clarity
- 18.42.040(E)(5) edited for clarity
- 18.42.040(H)(3) edited to match definition
- 18.42.095(A)(5)(c) added
- 18.42.095(E)(3)(d) deleted
- 18.42.095(J)(2) – (5) added
- 18.42.095(M) added sections that are not applicable to freestanding parking garage and made applicable to Active Space Uses
- 18.42.130(B) moved parking garage exemption to .095(M)
- 18.42.130(D)(3) added 10-foot limit, (3)(d) added screen
- 18.42.130(E) figure 18.42.130-3 refined
- 18.42.130(F)(2)(b) edited 5% to 2.5%
- 18.42.130(G)(1) edit to 75% and 6 feet and (G)(3) add language about transit stops and intersections
- 18.42.130(G)(2)(c) reference corrected

- 18.42.130(H)(1) narrative edited into table
- 18.42.130(I)(2) added “safe”
- 18.42.130(J) added solid waste subsection
- 18.42.135(B) edit from 4 to 5
- 18.42.135(E)(d) deleted “which ever less”
- 18.42.140 added date
- 18.42.160(B)(1)(b) added alterations to architectural features
- 18.42.160(C)(1)(d) moved to .160(B)((1)(b)
- 18.42.160(B)(1)(e) added parking reconfiguration to minor applications
- 18.42.170(B)(3) reference corrected

Attachment 2 - Ordinance 1218 Development Agreements

- 18.72.020(10)
- 18.72.030(A)(1)

Attachment 3 - Ordinance 1219 Off-Street Parking

- Correct references to Figures

Attachment 4 - Ordinance 1220 Screening and Landscaping

- No edits

Attachment 5 - Ordinance 1221 MFTE

- 3.23.030(D) added maps
- 3.23.050(6)

Attachments 6 and 7 are the proposed update of the Town Center Framework Design Guidelines text/provisions along with the proposed images that will accompany the Town Center Framework Design Guidelines in a separate document with cross-references to applicable guideline provisions (together “Town Center Framework Design Guidelines”). After adoption, the text and images will be combined into one document. The text in Attachment 6 includes track changes edits made in response to Council discussion at the February 16 and 22 Council Committee of the Whole Special meetings. The track changes edits made since the February 22 Committee of the Whole meeting are also highlighted in yellow. A number of images in Attachment 7 have been crossed through indicating that they are proposed for deletion in response to Council discussion. Once the final set of images is approved by Council, the images will be renumbered and the cross-referencing in the text will be reconciled with the final image numbers.

ATTACHMENT 1

ORDINANCE NO. 1217

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, AMENDING DEVELOPMENT REGULATIONS FOR THE TOWN CENTER ZONE IN CHAPTERS 18.08 AND 18.42 OF THE LFPMC, ADDING CHAPTER 2.41 OF THE LFPMC REGARDING A DESIGN REVIEW BOARD FOR TOWN CENTER ZONE DEVELOPMENTS, AND AMENDING CHAPTER 2.22 OF THE LFPMC REGARDING THE DESIGN REVIEW BOARD; PROVIDING FOR SEVERABILITY, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Lake Forest Park ("City") established the Town Center zone in section 18.12.010 Lake Forest Park Municipal Code ("LFPMC") as shown on the City of Lake Forest Park Zoning Map; and

WHEREAS, the City's Comprehensive Plan adopts goals and policies for the Town Center zone; and Chapter 18.42 LFPMC describes the purpose, uses allowed, and development regulations applicable within the Town Center zone, the adoption of which is a valid exercise of the City's police powers and specifically authorized by Chapter 35A.63 RCW and Chapter 36.70A. RCW; and

WHEREAS, the City Council has considered the Comprehensive Plan's goals and policies as it has considered amendments to the development regulations and design guidelines for the Town Center zone; and

WHEREAS, the amendments to development regulations and design guidelines set forth herein support the long-term economic vitality of commercial development in the Town Center zone that meets the needs of the City and its residents (Goal LU-5), and encourage mixed use commercial development in the redevelopment of the Town Center zone (Policy EQ-1.2); and

WHEREAS, the amendments to development regulations and design guidelines set forth herein implement the goal of the Town Center zone being pedestrian oriented (Policy LU-2.2); include landscaping and building design guidelines to ensure that development complements surrounding uses and the character of the City (Policy H-2.1); promote site planning that creates quality outdoor spaces (Policy H-2.2); and provide guidelines for buffers to mitigate negative impacts associated with higher intensity uses (Policy H-2.3); and

ATTACHMENT 1

WHEREAS, the amendments to development regulations and design guidelines set forth herein promote fair and equitable access to housing for all persons (Policy H-1.1); encourage a variety of residential densities and housing types (Policy H-1.3), incentivize development of affordable housing with tax incentives (Policy H-3.2); and encourage a variety of housing for those with special needs (Goal H-4); and

WHEREAS, as part of the \$54 billion Sound Transit 3 (“ST3”) package, Sound Transit will plan and build a bus rapid transit (BRT) system in the City, including a stop at Town Center, sidewalks along SR 522, and a 300-vehicle park-and-ride garage; and

WHEREAS, beginning in the fall of 2017 and ending in the fall of 2018 the City engaged the public and stakeholders in a visioning process for the Town Center zone that culminated in the City Council’s adoption of the October 2019 Adopted Vision for Lake Forest Park Town Center in Resolution 1746; and

WHEREAS, in July 2018 the City’s Planning Commission began the process of considering Comprehensive Plan, development regulation, and design guideline amendments for the Town Center zone as a whole as well as a freestanding parking structure; and

WHEREAS, on September 12, 2019, the City Council passed Ordinance No. 1197 adopting a six-month moratorium on the acceptance, processing, and/or approval of permit, short plat, and subdivision applications for properties within the Town Center zone and declaring an emergency; and

WHEREAS, on February 27, 2020, the City Council considered and adopted a six-month extension of the moratorium in Ordinance No. 1205; and

WHEREAS, the City staff, Planning Commission, and City Council continued to study and analyze potential amendments to the City’s Town Center zone development regulations and design guidelines; however, the work was severely hindered and delayed by the outbreak of the novel coronavirus (COVID-19), for which the U.S. Department of Health and Human Services declared a public health emergency on January 31, 2020; the Governor of the State of Washington proclaimed a State of Emergency in Washington on February 29, 2020; the Mayor of the City of Lake Forest Park declared a local emergency on March 5, 2020, and the Lake Forest Park City Council ratified the Mayor’s emergency proclamation on March 12, 2020; and

WHEREAS, on September 10, 2020, the City Council considered and adopted a renewal of the moratorium on development in the Town Center zone for an additional six months in Ordinance No. 1211, which will expire on March 11, 2021 unless extended or terminated sooner by the City Council; and

WHEREAS, the City’s Planning Commission held regular and special public meetings to review and analyze amendments to the development regulations and design guidelines for a freestanding parking structure in the Town Center zone on

ATTACHMENT 1

September 10, 2019; October 8 and 28, 2019; November 12 and 18, 2019; December 2 and 17, 2019; January 14 and 27, 2020; February 11, 19, and 25, 2020; and April 14, 2020; and

WHEREAS, the Planning Commission also held a public hearing on February 11, 2020, regarding amendments to development regulations and design guidelines for the Town Center zone and made recommendations to the City Council regarding same for a freestanding parking structure on April 14, 2020; and

WHEREAS, the Planning Commission held regular and special public meetings regarding amendments to development regulations and design guidelines for the entirety of the Town Center zone on May 12, 2020; June 9, 2020; July 14, 2020; August 11, 2020; September 8, 2020; October 13 and 27, 2020; and November 10, 2020; and

WHEREAS, the City Council held public meetings to review and analyze development regulations and design guidelines for the Town Center zone during regular meetings, study sessions, and Committee of the Whole meetings on June 22, 2020; July 9 and 20, 2020; August 10, 2020; September 10 and 21, 2020; October 8 and 19, 2020; November 12 and 23, 2020; December 10 and 14, 2020; January 7, 9, 11, 14, and 25, 2021; and February 11, 16, 22 and 25, 2021; and

WHEREAS, the City Council held public hearings on November 12, 2020, January 21, 2021, and February 25, 2021 regarding amendments to development regulations and design guidelines for the Town Center zone; and

WHEREAS, in accordance with the requirements set forth in RCW 36.70A.106, the City provided the Washington State Department of Commerce notice of the City's intent to adopt the proposed amendments on January 6, 2021 and received notice that the Department's had granted expedited review on February 18, 2021; and

WHEREAS, environmental review for amendments to the Town Center code in Chapter 18.42 LFPMC, its design guidelines, and related provisions in Chapters 2.22, 2.41, and 18.08 LFPMC was done in a Draft Environmental Impact Statement ("DEIS") published in January 2019 and a Final Environmental Impact Statement ("FEIS") issued August 8, 2019 pursuant to WAC 197-11-460; the amendments in this Ordinance fall within the impacts analyzed in the FEIS; and

WHEREAS, the City first adopted Town Center Framework Design Guidelines in 2006 and finds many aspects of the guidance in the original 'Framework' worthy of carrying forward into the new 'Framework' adopted by reference in this ordinance; the amendments provide an update to reflect the goals and policies in the current Comprehensive Plan and the 2019 Vision; and

WHEREAS, construction of a freestanding parking structure in the Town Center zone will displace existing retail and office uses that are important to fulfilling various essential needs of the community; requiring a freestanding parking structure to

ATTACHMENT 1

accommodate replacement of such uses within the structure will mitigate these impacts on the community; and.

WHEREAS, construction of a transit use only freestanding parking structure in the Town Center zone will displace existing surface parking that the general public and City personnel use; requiring a freestanding parking structure to accommodate replacement of such uses within the structure will mitigate these impacts;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. FINDINGS. The recitals and findings set forth above are adopted by the City Council as findings in support of the regulations and design guidelines adopted in this ordinance.

Section 2. ADOPT. The City Council of the City of Lake Forest Park hereby adopts Chapter 2.41 LFPMC, Design Review Board, as follows:

**Chapter 2.41
Design Review Board**

2.41.010 Design Review Board

A. The Lake Forest Park Design Review Board is hereby created. The Board shall be advisory and have the responsibility of working with the Planning Department Director ("Director") and making recommendations to the Hearing Examiner and the Director under Chapter 18.42 LFPMC.

B. The Board shall be comprised of members with experience in architecture, landscape architecture, environmental science, urban planning, urban design, or other relevant qualifications. The Board shall be comprised of five (5) persons whom reside in the city. Members shall serve without compensation but may be reimbursed for reasonable expenses pursuant to city policies. The city council shall appoint a non-voting Councilmember and a non-voting Planning Commission member to act as liaisons between the Board and the city council.

C. Member appointments, removal, and terms shall be the same as for members of the Planning Commission in Chapter 2.22 LFPMC.

D. The Board shall elect from its members a chair, who shall preside at all meetings, and a vice-chair. The majority of the Board shall constitute a quorum, and a majority vote of the Board shall be necessary for any action.

E. The Board shall determine its schedule in conjunction with the Director. All meetings shall be subject to the Open Public Meetings Act and should include public comment.

ATTACHMENT 1

Section 3. AMEND . The City Council of the City of Lake Forest Park hereby amends section 2.22.030 LFPMC, Commissions established, as follows:

The following commissions are established that meet the requirements of LFPMC 2.22.020(B) and their associated and assigned program area responsibilities as follows:

A. Planning Commission. The planning commission shall develop the city's comprehensive plan and updates for recommendation to the mayor and city council and perform other duties as required by state law.

B. *Repealed by Ord. 1134.*

C. *Repealed by Ord. 1134.*

D. *Repealed by Ord. 1134.*

E. *Repealed by Ord. 1134.*

F. Civil Service Commission. Police personnel as required by state law. The additional duties of this commission shall be defined in the civil service code of the city.

G. Design Review Board. The design review board shall review and make recommendations as required by Chapter 18.42. LFPMC, Town Center.

Section 4. AMEND. The City Council of the City of Lake Forest Park hereby amends Chapter 18.08 LFPMC, Definitions, as follows:

...

18.08.035 Active ground floor uses.

"Active ground floor uses" means a use that promotes an active pedestrian environment on the ground floor of a mixed use, commercial, office, residential building or freestanding parking structure, and includes retail establishments, restaurants, catering, arts and craft studios, pubs, salons, day spas, health clubs and exercise studios, professional services offices, medical and dental offices, day cares, artisanal/craft production and retail, and other uses determined to be substantially similar by the Director or through development agreement proposals.

...

18.08.055 Affordable Housing.

ATTACHMENT 1

"Affordable housing" means residential housing that is -rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed 30 percent of the household's monthly income.

18.08.057 Affordable Unit.

"Affordable unit" means a dwelling unit that is reserved for occupancy by eligible households and sold or rented at an affordable price or affordable rent.

...

18.08.105 Artisanal/craft production and/or retail.

"Artisanal/craft production and/or retail" means small-scale on-site production and/or assembly of arts, crafts, foods, beverages, or other type of product involving the use of small-scale equipment and/or hand tools and involving limited outdoor storage of materials, equipment, or products when such storage is decoratively treated or otherwise integrated into the building or site design. This definition includes retail spaces such as tasting rooms for products produced or assembled off-site when the activities otherwise meet this definition. This definition excludes marijuana processing, marijuana production, or marijuana retail sales as defined in this chapter.

18.08.107 Assisted housing.

"Assisted housing" means long term, residential housing in a building consisting of two or more dwelling units or sleeping units, which shall include support services to promote independent living such as food preparation and dining areas, group activity areas, medical supervision, and similar services.

...

18.08.135 Automobile-oriented uses.

"Automobile-oriented uses" means businesses that have permanent facilities that allow employees to serve customers in automobiles without the employee leaving the building in which the business is housed. Automobile-oriented uses also means businesses that are primarily for the purpose of sales, service, or repair of automobiles such as parts shops, auto body shops, oil change shops, garages, gasoline/fuel stations, and similar uses. Automobile-oriented uses does not mean businesses that, as an auxiliary use, offer pick-up, take-out, carry-out, or to-go services.

...

18.08.205 Charging Levels.

Commented [KAP1]: Edited

Commented [KAP2]: Edited

ATTACHMENT 1

“Charging Levels” means the SAE International standard indicators of electrical force, or voltage, at which an electric vehicle’s battery is recharged. The terms 1, 2, and 3 are the most common EV charging levels, and include the following specifications:

- Level 1 is considered slow charging.
- Level 2 is considered medium charging.
- Level 3 is considered fast or rapid charging.

...

18.08.265 Cultural, entertainment, and/or recreational facility.

“Cultural, entertainment, and/or recreational facility” means a facility providing cultural, entertainment, and/or recreational services, including but not limited to: theaters, performing arts centers, museums, play facilities, dance studios, health clubs and physical fitness facilities, however, it shall not be interpreted to include adult use establishments as defined in 18.08.050 of this chapter.

18.08.270 Day care.

“Day care,” “family day care,” and “adult day care” means a facility used for providing the regularly scheduled on-premises care of children or adults for less than a 24-hour period. A Type I day care facility is a ~~facility~~single-family residence providing used the care ~~for~~ 12 or fewer children or adults. A Type II day care is a facility providing care for more than 12 children or adults.

...

18.08.302 Electric vehicle infrastructure.

“Electric vehicle infrastructure” means providing conduit for wiring and data, and associated ventilation to support the addition of future electric vehicle charging stations pursuant to the most current edition of the National Electrical Code.

18.08.304 Electric vehicle charging stations.

“Electric vehicle charging stations” means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use authorized by the LFPMC.

18.08.306 Eligible household.

ATTACHMENT 1

“Eligible household” means one or more adults and their dependents who certify that their household annual income does not exceed the applicable percent of the King County median income, adjusted for household size, and who certify that they meet all qualifications for eligibility, including, if applicable, any requirements for recertification on income eligibility.

...

18.08.324 Framework.

“Framework,” including “Town Center Framework Design Guidelines,” means the set of recommendations and requirements entitled “Town Center Design Guidelines Framework” adopted by the Lake Forest Park City Council pursuant to Ordinance 1217, including amendments and addenda thereto.

...

18.08.326 Freestanding parking structure.

“Freestanding parking structure” means a standalone building or structure of multiple levels used primarily for parking vehicles and associated with no other primary use. A freestanding parking structure may include parking on the upper (rooftop) level. A freestanding parking structure **may** include an Accessory Use as defined in this chapter.

...

18.08.352 Hotel, boutique hotels and temporary lodging.

“Boutique hotels and temporary lodging” means a facility providing lodging of 50 or fewer rooms and related services for a charge, typically for a period of one (1) month or less, and includes inns, residence or extended-stay hotels, and bed and breakfasts.

...

18.08.565 Public art.

“Public art” means all forms of original creation of **audio or** visual art, placed outside or inside a structure, and readily accessible for public viewing. Public Art must be made of durable materials that are vandal-resistant and designed to age well. Examples of Public Art include paintings, sculpture, murals, inlays, mosaics, friezes or bas-reliefs.

18.08.567 Public market.

“Public market” means a **temporary or occasional** market, primarily outdoors, consisting of two or more independent vendors, with each vendor operating independently from other vendors, for the purpose of selling farm-grown or home-grown produce, food

ATTACHMENT 1

prepared off-site or on-site, artisanal or craft products including alcoholic beverages, flowers, plants, or other similar perishable goods and/or new wares, used goods, or merchandise.

...

18.08.595 Retail sales and services.

"Retail sales and services" means a commercial use or enterprise providing goods, food, commodities, and/or services directly to the consumer, whose goods are available for immediate purchase and removal from the premises by the purchaser and/or whose services do not meet the definition of "professional offices."

18.08.600 Retirement home.

"Retirement home" means a building or group of buildings designed for the occupancy of three or more families, living semi-independently from each other, and containing only sleeping units with common kitchen, dining, and recreation facilities; provided, a retirement home may contain one or more dwelling units for resident staff only.

...

18.08.635 Solar energy system.

"Solar energy system" means solar energy devices or design features of a building used for the collection, storage, and distribution of solar energy for space heating, space cooling, lighting, electric generation, or water heating.

...

Section 5. AMEND . The City Council of the City of Lake Forest Park hereby amends Chapter 18.42 LFPMP, Town Center, as follows:

18.42.010 Purpose.

The intent of the Town Center zone is to encourage neighborhood and community scale developments and uses which create interesting and vital places for residents of the city and the nearby community. The Town Center zone should provide for increased diversity ~~for of~~ desirable business, commercial, civic, recreation, employment, and housing opportunities, and to enable imaginative site and building design that will encourage pedestrian access to employment opportunities, goods and services. Uses in the Town Center zone should be developed in a manner that is compatible with the residential character and scale of the city. ~~The TC zone allows and encourages residential uses, but does not require such uses.~~

18.42.020 Permitted uses ~~—Commercial and nonresidential.~~

ATTACHMENT 1

The following commercial and nonresidential uses are permitted in the TC zone, subject to the off-street parking and landscaping requirements and other general provisions as set forth in this title, except where modified by this chapter:

A. Retail sales of food and commodities, which involve only incidental and limited fabrication and assembly. Uses excluded from this zone would include auto service stations, sale of gasoline or other fuels, and car washes, repair or sale of heavy equipment, boats, tires and motor vehicles, sale of alcohol for on-premises consumption except in a restaurant with a license from the Washington State Liquor Board;

B. Business offices and uses rendering professional, personal, and instructional services, such as real estate or insurance brokerages, consultants, medical or dental clinics, technical training, health clubs, and repair of jewelry, eyeglasses, clothing, household appliances and tools, or other such similar uses; excluding vehicle or tool rentals, pet sales and veterinary clinics;

C. Government buildings and uses, including but not limited to City Hall, police stations, libraries, administrative offices, and other public service uses that are compatible with the intent of the TC zone;

D. Day care facilities;

E. Public utilities.

A. The following uses are permitted in the Town Center zone, subject to the general provisions as set forth in this title, except where modified by this chapter:

1. Accessory uses – on-site.
2. Artisanal/craft production and retail subject to 18.42.040(E).
3. Assisted housing facilities.
4. Boutique hotel and temporary lodging.
5. Business offices and uses rendering professional, personal, medical-dental clinics, leasing offices, and instructional services subject to 18.42.040(F).
6. Cultural, entertainment, and recreational facilities.
7. Day care facilities – Type I and Type II subject to 18.42.040(G).
8. Electric vehicle charging stations.
9. Freestanding parking structures subject to 18.42.095, such as regional transit authority facilities.
10. Government buildings and uses.

Commented [KAP3]: Added leasing offices

ATTACHMENT 1

11. Instructional institution.
12. Micro-mobility programs including bicycle sharing and scooter sharing and related infrastructure.
13. Multiple-family dwelling units.
14. Public markets.
15. Public utilities.
16. Retail sales and services subject to 18.42.040(H).

B. Uses not listed. Uses not listed above may be authorized through a development agreement.

18.42.030 Permitted uses – Primary and accessory residential.

The following residential uses are permitted in the TC zone, subject to the off-street parking and landscaping requirements and other general provisions as set forth in this title, except where modified by this chapter:

- A. Multiple dwelling units;
- B. Senior citizen apartments;
- C. Convalescent, nursing and retirement homes.

18.42.040 Limitations on use, density, and square footage.

Every use locating in the Town Center zone shall be subject to the following further conditions and limitations:

A. Except as allowed in a development agreement, residential use only buildings uses are not permitted ~~uses as separate projects; residential uses they~~ must be developed in combination with commercial or nonresidential uses as part of a design review permit under LFPMC 18.42.160, except as allowed in a development agreement, single site development plan. Residential uses may not be developed at a density of greater than seven dwelling units per acre, unless the increase in density is included in a development agreement. Under a development agreement, the maximum density that may be included is 17 dwelling units per acre.

Commented [KAP4]: Edited for clarity

B. Commercial ~~or active ground floor and nonresidential~~ uses shall occupy the floor(s) below the residential portion of a mixed use building in order to enhance the quiet and

ATTACHMENT 1

privacy for the residents above when both residential and nonresidential uses occupy the same structure, unless authorized in a development agreement;

~~C. Individual commercial and nonresidential uses shall contain a maximum of no more than 60,000 square feet per use. Uses greater than 60,000 square feet and not more than 100,000 are only permitted after obtaining a conditional use permit (LFPMC 18.42.050);~~

~~C.D. Business and residential portions of a building must be separated by soundproof include acoustically insulated walls, floors, equipment, utilities or other suitable architectural features or appurtenances;~~

~~D. Residential, commercial and/or nonresidential applications for development under this chapter 18.42 must not include more than three acres of real property unless the increase in size is included in a development agreement.~~

~~E. All businesses, services, repair, processing, storage or merchandise displays shall be conducted wholly within an enclosed building except for the following:~~

- ~~1. Off-street parking or loading;~~
- ~~2. Storage and sale of goods in connection with an established use under the provisions of a temporary use permit or special event; and~~
- ~~3. Merchandise displays which are located in the TC zone where proper provision has been made for screening and safe pedestrian and vehicular passage.~~

~~E. Artisanal/craft production and/or retail.~~

- ~~1. Artisanal/craft production and/or retail establishments shall occupy a footprint not exceeding 7,000 square feet.~~
- ~~2. Artisanal/craft production and/or retail establishments shall be open to the public and shall include a retail/eating/drinking/tasting component that occupies a minimum of 10 percent of floor area as defined in LFPMC 18.08.320.~~
- ~~3. Artisanal/craft production and retail establishments shall provide street frontage at sidewalk level, a well-marked and visible entrance at sidewalk level, or similar prominent pedestrian access.~~
- ~~4. All production, processing, and distribution activities shall be conducted within an enclosed building.~~
- ~~5. a. Outdoor storage of equipment used in manufacturing artisanal or craft goods is prohibited.~~

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ATTACHMENT 1

b. Outdoor storage of materials, products, or similar items incidental to the production and sale of artisanal or craft goods is prohibited except when the storage is fully-enclosed; designed in a decorative, aesthetically attractive manner; and integrated into the site or building design in a way that contributes to the pedestrian experience and Town Center zone character.

6. Applicable state licenses or permits are required for the operation of an artisanal/craft production and/or retail establishment.

F. Business offices and uses rendering professional, personal, and instructional services.

1. On-site vehicle or tool rentals and similar uses are prohibited.

G. Day care facilities – Type 1 and Type 2.

1. A City of Lake Forest Park business license is required pursuant to LFPMC 5.02.030.

2. Day care facilities shall comply with all building, fire safety, and health codes.

H. Retail sales and services and other nonresidential uses.

1. Commercial or other nonresidential uses shall be separated from residential uses by **acoustically insulated** materials or suitable architectural features to reduce noise impacts on the residential portion of the building.

2. Individual commercial or nonresidential uses shall contain no greater than 35,000 square feet of gross floor area per use. The following exceptions apply:
a. Freestanding parking structures meeting requirements in LFPMC 18.42.095.

b. Government buildings and uses.

c. Individual commercial or nonresidential uses may exceed the size limitation when authorized by a development agreement, **but the size authorized in a development agreement shall not exceed 50,000 square feet.**

3. ~~The~~ following uses are not permitted as a retail, commercial, or other nonresidential use in the **Town Center zone**: automobile-oriented **uses**; car

Commented [KAP6]: Edited to match definition

ATTACHMENT 1

washes; repair or sale of heavy equipment, boats, tires and motor vehicles; and marijuana retail outlets.

18.42.050 Conditional uses.

~~Conditional uses and associated development standards, if any, for the TC zone are those identified in Chapter 18.54 LFPMC, including permitted uses exceeding 60,000 square feet, but not more than 100,000 square feet, and drive-through window services.~~

Unless authorized as a permitted use in Section 18.42.020, conditional uses authorized by Chapter 18.54 LFPMC are not allowed in the Town Center zone.

~~18.42.060 Building height.~~

~~The maximum building height limit in the TC zone is not to exceed 30 feet; except that a mixed-use building including residential units may be constructed to a height of no more than 40 feet.~~

~~18.42.070 Setbacks.~~

~~Minimum setback requirements in the TC zone shall be:~~

- ~~A. Front yard, 20 feet;~~
- ~~B. Side yards, 20 feet; and~~
- ~~C. Rear yard, 20 feet.~~

~~18.42.080 Land coverage.~~

~~The maximum land coverage by all structures, excluding driveways, private walkways and similar impervious surfaces, shall be no more than 45 percent of the total lot area.~~

~~18.42.090 Screening and landscaping.~~

~~All sites in the TC zone must have adequate screening and landscaping, subject to the regulations of Chapter 18.62 LFPMC.~~

18.42.095 Freestanding parking structures.

The following freestanding parking structure design standards apply in addition to or, as specified below, supersede applicable parking requirements set forth in Chapter 18.58 LFPMC:

A. Parking structure location and massing.

1. Façade alignment. Freestanding parking structure footprints located within 100 feet of Lake Forest Park City Hall shall protrude no further than 10 feet south of the southern (front) façade of Lake Forest Park City Hall. Pedestrian weather protection provided on the exterior of the parking structure such as a canopy, is exempt from this façade alignment requirement.
2. Footprint. The footprint or total area of the first level of the structure shall not exceed 45,000 square feet. A full basement floor of the structure (built

ATTACHMENT 1

completely below ground) shall not be included in the calculation of the footprint. A partial basement floor (partially below ground) shall be included in the calculation of the footprint to the extent it is not built underground. The maximum footprint structure shall be **exclusive** of all architectural details, overhangs, decorative elements, and similar features. The maximum overall dimensions of the parking structure shall exceed neither 350 feet in length nor 150 feet in width, **which shall be exclusive of all architectural details, overhangs, decorative elements, and similar features.**

3. Base height. No portion of a freestanding parking structure shall exceed 38 feet above existing grade, inclusive of the height of parapet walls, guardrails, and similar features. Exemptions are allowed pursuant to LFPMC 18.42.095(A)(5). Height shall be measured from the existing grade at any point on the perimeter of the structure. Existing grade means the elevation of the existing ground surface prior to proposed grading, excavation or fill.
4. Floor-to-floor height. The minimum allowable floor-to-floor height shall be on the ground level shall be 15 feet. The minimum allowable floor-to-floor height on all other levels shall be 10 feet.
5. Features exceeding base height. The following features may exceed the base height provision if approved as **part of a Major Town Center Design Review** project subject to processing under section LFPMC 18.42.160(C) by the hearing examiner:
 - a. Architecturally designed stairways, elevator towers, mechanical enclosures, **and roof top solar system facilities** that are designed as signature elements of the parking structure.
 - ~~a.b.~~ Public art elements on the rooftop or along the sides of the building that otherwise are in compliance with the design guidelines for parking structures.
 - c. Rooftop mechanical and other related technical equipment that does not meet subsection 5a above may exceed base height by up to 10 feet provided it is designed to be in compliance with Town Center Framework Design Guidelines Section 5.3.8 (Rooftop Features, Mechanical Equipment, and Appurtenances).

Commented [KAP7]: Added

B. Solar **System**. Freestanding parking structures shall be constructed with a rooftop solar photovoltaic (PV) or similar Solar Energy System.

C. Parking decks. The rooftop parking deck shall not exceed a slope of two percent (2%).

ATTACHMENT 1

D. Parking structure ramps. Parking structure ramps that include on-ramp parking shall have a slope no greater than 6.67 percent (6.67%).

E. Parking stall dimensions and layout.

1. Automobile parking stalls are limited to no less than eight feet and nine inches in width. The parking width dimension is shown in Figure 18.42.095-2, below, and is symbolized with a "W."
2. Automobile parking stall dimensions and layout in freestanding parking structures shall comply with the criteria in Table 18.42.095-1 below. These criteria shall take precedence over and supersede any conflicting provision of LFPMC 18.58.050. Parking layout dimensions are shown in Figure 18.42.095-2, below.

Table 18.42.095-1: Parking stall dimensions and layout

<u>Parking Angle</u>	<u>Stall Width Projection (Figure symbol WP)</u>	<u>Module Width¹ (Figure symbol MW)</u>	<u>Vehicle Projection (Figure symbol VP)</u>	<u>Aisle Width (Figure symbol AW)</u>
<u>45°</u>	<u>12'-4"</u>	<u>48'-10"</u>	<u>17'-7"</u>	<u>13'-8"</u>
<u>50°</u>	<u>11'-5"</u>	<u>50'-7"</u>	<u>18'-2"</u>	<u>14'-3"</u>
<u>55°</u>	<u>10'-8"</u>	<u>52'-0"</u>	<u>18'-8"</u>	<u>14'-8"</u>
<u>60°</u>	<u>10'-1"</u>	<u>53'-6"</u>	<u>19'-0"</u>	<u>15'-6"</u>
<u>65°</u>	<u>9'-8"</u>	<u>54'-9"</u>	<u>19'-2"</u>	<u>16'-5"</u>
<u>70°</u>	<u>9'-4"</u>	<u>56'-0"</u>	<u>19'-3"</u>	<u>17'-6"</u>
<u>75°</u>	<u>9'-1"</u>	<u>57'-0"</u>	<u>19'-1"</u>	<u>18'-10"</u>
<u>90°</u>	<u>8'-9"</u>	<u>61'-0"</u>	<u>18'-0"</u>	<u>25'-0"</u>

¹Wall to wall, double-loaded aisle

ATTACHMENT 1

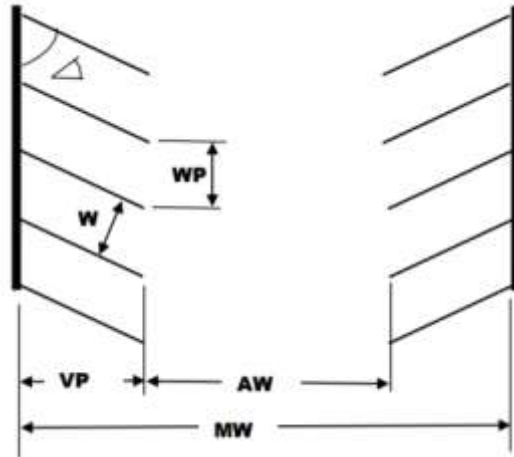


Figure 18.42.095-2. Parking layout dimensions

3. Motorcycle parking.

a. Motorcycle parking stalls must be provided within freestanding parking structures as follows:

i. If 1 to 300 parking stalls are provided in the structure, then 14 of those parking stalls must be motorcycle parking stalls.

ii. If more than 300 parking stalls are provided in the structure, then 20 of those parking stalls must be motorcycle parking stalls.

b. Motorcycle parking stalls must have minimum dimensions of four feet in width and seven feet in length

Commented [KAP8]: Deleted subsection for uses not generating motorcycle parking

F. Replacement and provision of public parking.

1. Above the amount of parking spaces otherwise required under Chapter 18.58 LFPMC, the freestanding parking structure shall include a minimum of 25 parking spaces for non-transit public use within the freestanding parking structure, including spaces that may be used by the Lake Forest Park Police Department.

2. The use of transit parking spaces during non-commuter hours shall be the subject of development agreement negotiation between the city and the applicant.

G. Bicycle parking and circulation.

1. All-day bicycle parking.

ATTACHMENT 1

a. All-day bicycle parking spaces in freestanding parking structures intended to support high-capacity transit must be provided at a minimum of five percent (5%) of projected AM peak period daily ridership of the high-capacity transit service. All-day bicycle parking spaces for all other freestanding parking structures must be provided at a minimum of one space per 40 automobile parking spaces.

b. All-day bicycle parking must be provided in the form of permanently-anchored bicycle lockers or limited-access bicycle cages and must be labeled as bicycle parking.

c. All-day bicycle parking must provide bicycles with full weather protection and theft protection.

d. **Where feasible, a** portion of ground-level, all-day bicycle parking must accommodate tandem bicycles, recumbent bicycles, folding bicycles, cargo bicycles, bicycles with trailers, family bicycles, and other non-standard bicycle designs.

2. Short-term bicycle parking.

a. Short-term bicycle parking spaces in freestanding parking structures intended to support high-capacity transit must be provided at a minimum of two percent (2%) of projected AM peak period daily ridership of the high-capacity transit service. Short-term bicycle parking spaces in all other freestanding parking structures must be provided at a minimum of one space per 20 automobile parking spaces.

b. Short-term bicycle parking must be provided in the form of permanently-anchored racks or corrals. Racks or corrals must provide two points of support for the bicycle frame, must be intuitive to use, and must accommodate a standard U-lock.

c. Short-term bicycle parking must be organized to accommodate a standard bicycle dimension of two feet in width by six feet in length.

3. Bicycle parking location and access.

a. Each all-day bicycle parking area shall be located inside the freestanding parking structure except all-day bicycle parking can be located outside or on the top level of the freestanding parking structure under adequate weather protection.

b. Short-term bicycle parking can be located inside the freestanding parking structure and along the sidewalk adjacent to the freestanding parking structure. Short-term bicycle parking should be located in as visible a location as feasible.

ATTACHMENT 1

- c. Bicycle parking may be provided in one or more areas. Bicycle parking is encouraged to be located entirely on the ground floor. Bicycle parking located on upper stories must be placed adjacent to an elevator.
- d. Bicycle entry/exit must be clearly identified and separately signed and/or marked from automobile traffic.
- e. Bicycle parking area(s) must be accessed from a logical well-lit path of travel from the bicycle entry/exit.
- f. Directional signage from the bicycle entry/exit to bicycle parking area(s) must be provided.
- 4. Bicycle maintenance/repair station. At least one bicycle maintenance/repair station must be provided in an all-day bicycle parking area, and at least one bicycle maintenance/repair station must be accessible to a short-term bicycle parking area.

H. Elevator towers and stairwells.

- 1. External elevator towers and stairwells, including mechanical enclosures, must be open to public view through the use of architecturally designed glazing and/or other transparent features.
- 2. Ground floor stairwell areas beneath stairs must be fenced. Alternative methods for securing such spaces may be authorized by the Director or as part of a development agreement.
- 3. Height of stair and elevator towers and mechanical enclosures is regulated pursuant to LFPMC 18.42.095(A)(6).

I. Pedestrian safety.

- 1. Pedestrian pathways within a freestanding parking structure shall be clearly marked and signed to protect pedestrians from moving traffic.
- 2. A freestanding parking structure is subject to the pedestrian safety regulations in LFPMC 18.24.130(G).

J. Lighting.

- 1. Lighting must be provided in accordance with Table 18.42.095-2:

Table 18.42.095-2. Parking structure lighting standards.

<u>Area</u>	<u>Minimum Horizontal Illuminance on Floor (Footcandles)</u>	<u>Minimum Vertical Illuminance at Five Feet (Footcandles)</u>	<u>Maximum to Minimum Uniformity Ratio</u>

ATTACHMENT 1

<u>General Parking & Pedestrian Areas</u>		<u>2</u>	<u>1</u>	<u>4:1</u>
<u>Ramps and Corners</u>	<u>Days</u>	<u>2</u>	<u>1</u>	<u>4:1</u>
	<u>Nights</u>	<u>1</u>	<u>0.5</u>	
<u>Entrance Areas</u>	<u>Days</u>	<u>50</u>	<u>25</u>	<u>4:1</u>
	<u>Nights</u>	<u>1</u>	<u>0.5</u>	
<u>Stairways</u>		<u>7 average</u>		

2. Lighting shall be provided at consistent levels and shall be designed to gradually transition between lighting levels using a uniformity ratio of 4:1. Highly contrasting pools of light and dark areas are prohibited.
3. Exterior fixtures installed in parking lots and vehicle traffic areas shall be mounted no higher than 25 feet above the ground unless higher lighting fixtures are approved in a development agreement.
4. Fixtures installed in pedestrian areas shall be no higher than 15 feet above the ground. Lighting shall enable pedestrians to identify a face at 45 feet away to promote safety.
5. Site and building lighting fixtures shall be full cut-off and dark sky rated. Lighting shall not trespass onto adjacent private parcels and luminaires shall not be visible at the property line. Light emissions shall not be visible above the roofline of the buildings onsite.
6. The design shall incorporate smart lighting technologies to maximize energy conservation.

Commented [KAP9]: Added 2 – 5

K. Mixed use.

1. Freestanding parking structures shall include space for public, commercial, or other active and pedestrian-oriented uses (collectively, "Active Use Space"). The Active Use Space shall meet the following requirements:
 - a. Have a minimum depth of 60 feet and be integrated into the freestanding parking structure, and
 - b. The minimum amount of space provided shall be 10,000 square feet of which 50% must be on the ground floor of the structure.
 - c. Active Use Space provided in excess of the minimum required by subsection, above can be consolidated into a single façade and may span multiple floors.

ATTACHMENT 1

2. The following requirements apply to Active Use **Space** integrated into freestanding parking structures located within **100** feet of Lake Forest Park City Hall:

a. The Active Use **Spaces** must comply with façade alignment requirements set forth in LFPMC 18.42.095(A)(**1**).

b. The façade parallel or substantially parallel to the front façade of Lake Forest Park City Hall shall include Active Use **Spaces** along the entire façade at the ground level, except at pedestrian entrances and exits. The frontage shall not be interrupted by a vehicular entrance.

3. Parking structure ground floors and spaces built out as Active Use **Spaces** shall include fire suppressing sprinkler systems at the time of construction even if not required by the Building and Fire Codes, as adopted by the **city**.

L. Infrastructure installation. A freestanding parking structure shall equip six percent (**6%**) of its spaces with electric vehicle infrastructure and two percent (**2%**) with electric vehicle charging stations. If in determining the number of spaces results in a fraction, the number required shall be rounded to the nearest whole number, with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

M. Exemptions. A freestanding parking structure shall be exempt from the following regulations in this chapter applicable to the remainder of the Town Center zone:

1. 18.42.130(B) Parking,

2. 18.42.130(C)2. Open Space,

3. 18.42.130(D) Height,

4. 18.42.130(F) Land Coverage,

5. 18.42.130(H) Lighting, and

6. 18.42.130(J) Solid Waste Service Areas, provided, however, that any Active Use Space is subject to 18.42.130(J).

Commented [KAP10]: Added 1., 3, 5 and 6

18.42.100 Signs.

Each business located in the Town Center zone that does not front either a parking lot or a street shall be allowed to place one single-faced sign advertising such business on an exterior wall, gable, or awning of the building the business occupies. If the exterior sign is on an exterior wall, its size must be 75 square feet or less. If the exterior sign is on a

ATTACHMENT 1

~~gable or awning, its size must be less than 40 square feet. Otherwise, Signs~~ are limited to those provided for in Chapter 18.52 LFPMC.

~~18.42.110. Parking.~~

~~All parking in the town center shall be provided in accordance with the provisions of Chapter 18.58 LFPMC.~~

~~18.42.120 Site plan review required—Exceptions.~~

~~Except for wireless communications proposed in accordance with Chapter 18.68 LFPMC, all new development and/or significant exterior modifications of existing development within the TC zone shall require a site plan review according to criteria and procedures of LFPMC 18.42.130, unless the applicant chooses to proceed under the optional town center framework design guidelines process established by LFPMC 18.42.140 through 18.42.180.~~

~~18.42.130. General criteria. Site plan review—Criteria.~~

~~Site plan review shall be processed as a Type II decision under Chapter 16.26 LFPMC; provided, that the city planning commission shall replace the hearing examiner and perform the responsibilities required of that official by LFPMC 16.26.140 and 16.26.150.~~

~~The city shall use the following general design standards criteria shall apply in the evaluation and/or conditioning of applications under the town center site plan review process to all development in the Town Center zone, except projects exempt under LFPMC 18.42.160 and 18.42.095(M):~~

~~A. Building Design. Facade Articulation Design guidelines for Minor and Major Town Center Design Review projects as defined in LFPMC 18.42.160, are included in the Town Center Framework Design Guidelines. Projects within the TC zone shall provide building facade articulation with the use of windows, entries, balconies, and/or bays on facades. The following standards shall apply to the articulation:~~

- ~~1. Windows shall be frequent and coordinate with the articulation of entries, bays and balconies;~~
- ~~2. Display windows must line facades facing public streets and sidewalks, with no more than 10 feet of blank nonwindow wall space for every 25 feet of store front;~~
- ~~3. All window frames shall provide a reveal with the exterior finish (i.e., not flush);~~
- ~~4. Reflective glass curtain walls are prohibited;~~
- ~~5. Facades shall not consist of an undifferentiated blank wall when facing a public street or pedestrian connected walkway.~~

ATTACHMENT 1

~~B. Entries. To ensure development in the TC zone is easily visible and accessible to pedestrian and vehicular traffic, the following guidelines shall apply:~~

- ~~1. Primary entries shall be located adjacent to a public street or pedestrian walkway and must be visible from that street or walkway;~~
- ~~2. Entries shall be sheltered with an overhang or portico with a depth of at least four feet.~~

B. Parking. All parking in the Town Center zone shall be provided in accordance with the provisions of Chapter 18.58 LFPMC.

C. Landscaping.

- ~~1. A landscape plan that provides for extensive landscaping of large parking areas or other open areas which can be seen from the street or other pedestrian-oriented areas.~~
- ~~2. A landscaped buffer shall be provided between projects in the TC zone and any abutting RS or RM zoned properties. A combination of landscaping and screening may be used to buffer visual and audible impacts.~~
- ~~3. Landscaped areas shall consist of a combination and variety of deciduous and evergreen vegetation. Native plant species are encouraged.~~

Landscaping shall be provided as follows:

1. Perimeter landscaping.

a. Adjacent to right-of-way. A minimum 10-foot wide landscape buffer meeting the requirements for Type 3 landscaping set forth in LFPMC 18.62.080 shall be installed along the property line adjacent to public rights-of-way; except trees can be clustered or staggered to improve visibility near driveways and a 30-foot break in the required tree coverage is allowed adjacent to permitted signage. Refer to Figure 18.42.130-1. The City Arborist can waive or modify this requirement if Type 3 landscaping is incompatible with existing significant trees along the right-of-way.

b. Adjacent to residential uses. A minimum 20-foot wide landscape buffer meeting the requirements for Type 1 landscaping set forth in LFPMC 18.62.080 shall be installed along the property line between proposed development and adjacent residential-zoned property. A post-and-beam fence, decorative metal fence, or similar fence with minimum four-inch openings and consistent with residential character and quality shall be installed along the property line. Refer to Figure 18.42.130-1.

c. Adjacent to Lyon Creek. A minimum 20-foot wide landscape buffer meeting the requirements for Stream buffer landscaping set forth in LFPMC

ATTACHMENT 1

18.62.080 shall be installed along Lyon Creek. This requirement supersedes other landscape requirements set forth in this section. Buffers shall be established from the ordinary high water mark or from the top of the bank if the ordinary high water mark cannot be identified. Refer to Figure 18.42.130-1.

d. Adjacent to other uses. A minimum 10-foot wide landscape buffer meeting the requirements for Type 2 landscaping set forth in LFPMC 18.62.080 shall be installed along the property line between proposed development and adjacent properties. This requirement does not apply on interior property lines within the Town Center zone. Refer to Figure 18.42.130-1.

Figure 18.42.130-1: Perimeter landscape buffers in the Town Center zone.

2. Open space.

a. Public open space. Development projects in Town Center zone shall provide public open space as follows:

i. A minimum of one quarter-acre of public open space shall be provided as part of any project that includes: projects identified in LFPMC 18.42.160(C)(1)(b) and/or (h), site work affecting two or more acres, or construction of 100 dwelling units or fewer.

ii. After the first 100 dwelling units, additional open space is required pursuant to Table 18.42.130-1, below:

Table 18.42.130-1

<u>Units</u>	<u>Additional Open Space</u>
<u>101-200</u>	<u>5,445 square feet</u>
<u>201-275</u>	<u>5,445 square feet</u>

iii. Landscape buffer areas, parking lot landscaping, and residential open space shall not be counted toward this minimum requirement.

b. Residential open space. Development projects including residential uses shall provide residential open space as follows:

i. Common open space for multifamily. Residential development shall include a minimum of 200 square feet of common open space per unit. Common open space can include rooftop decks, interior courtyards,

ATTACHMENT 1

children's play areas, and similar types of open space. Public open space provided pursuant to subsection (1)(a) of this section may be counted toward satisfying this requirement. Landscape buffer area, parking lot landscaping, and private residential open space shall not be counted toward this minimum requirement.

ii. Private open space for multifamily. Residential development shall include a minimum of 60 square feet of private open space per unit. Private open space shall be configured as a patio or balcony and shall be not less than six (6) feet in any dimension.

c. Public open spaces provided pursuant to this section shall conform to the following requirements:

i. Open spaces shall be prominently located and publicly accessible.

ii. Open spaces shall be contiguous, unless an alternative plan is approved in a development agreement.

iii. Open spaces may be configured in geometric and organic (non-geometric) shapes; provided, the smallest dimension of a box that could enclose the open space shall be no less than 80 feet. Refer to Figure 18.42.130-2, below.

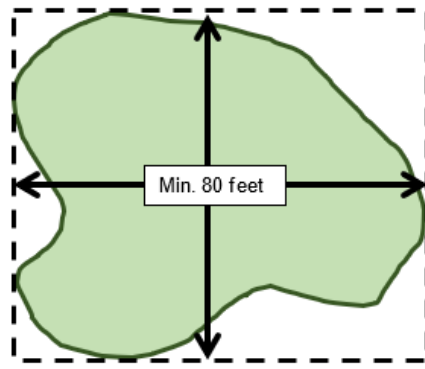


Figure 18.42.130-2: Measuring dimensions of open spaces.

d. Phased development. In phased developments, all required open space shall be provided in the first phase.

e. Low impact development. Except in Lyon Creek landscape buffer areas, required landscape buffers shall include low impact development best management practices or treatment best management practices as approved by the Public Works Director pursuant to the stormwater management manual

ATTACHMENT 1

adopted in LFPMC 16.24.010, unless technically infeasible. Requirements for plant sizes and spacing may be relaxed for these facilities when supported by recommendations provided by an arborist, landscape architect, or other qualified professional.

D. Buildings. The size, shape, texture, and color of buildings may be reviewed to ensure that the purpose and proposed character of the TC zone is preserved.

E. Pedestrian Amenities. Projects in the TC zone are encouraged to incorporate pedestrian amenities into the design and layout of interior and exterior spaces. Pedestrian amenities may include, but are not limited to, benches and low walls or planters at sitting height, alcoves or other small meeting areas, water features and art, covered walkways, and clear pedestrian connections.

DF. Height.

1. The maximum building height limit in the Town Center zone is 38 feet above existing grade, measured from the lowest point of the existing grade. Existing grade means the elevation of the existing ground surface prior to proposed grading, excavation, or fill.
2. Maximum building height is inclusive of the height of parapet walls and similar features, unless associated with a rooftop active use.
3. The following features may exceed the maximum building height by up to 10 feet if approved as part of a Major Town Center Design Review application:
 - a. Public viewing platforms and covered public use spaces on the structure rooftop, including required guardrails.
 - b. Public art elements on the rooftop or along the sides of the building that otherwise are in compliance with the Town Center Framework Design Guidelines.
 - c. Gable, hipped, shed, butterfly, and similar roof forms consistent with a Pacific Northwest architectural style on all facades visible from a public or private street, park, pedestrian pathway, or residential use meeting the following standards: roofs must have a slope of at least three (3) vertical feet to twelve (12) horizontal feet (3:12 slope).
 - d. Architecturally designed stairways, elevator towers, mechanical equipment when screened with an enclosure, and roof top solar system facilities that are designed as signature elements of the building.
4. This height may be increased per a development agreement to the maximum extent provided in the Town Center Framework Design Guidelines.

Commented [KAP11]: Added 10 feet

Commented [KAP12]: Added screening

ATTACHMENT 1

- ~~1. That the overall aesthetic qualities of the town center as reflected in this section are not diminished.~~
- ~~2. That increased height of existing buildings or the height of new buildings does not have an unreasonable potential to negatively impact use and benefit of natural light within the town center or adjoining areas.~~
- ~~3. That the proposal demonstrates those views from the town center or vicinity properties have been preserved to the extent possible.~~
- ~~4. In the event that the proposal is requesting a height which exceeds 30 feet and no more than 40 feet to provide housing, the proposal shall demonstrate how the increased height results in an overall benefit to the town center through preservation/enhancement of public places or environmental resources and furthers the goals and policies of the town center comprehensive plan designation.~~

E. Setbacks. The following setback requirements apply to development in Town Center zone:

1. Buildings, except freestanding parking structures, shall be set back a minimum distance of 60 feet from adjacent residential-zoned property. The setback shall be measured from the adjacent boundary of all residential-zoned property. Refer to distance "A" in Figure 18.42.130-3.
2. Buildings shall be set back a minimum of 100 feet from Lyon Creek. The setback shall be measured from the ordinary high water mark of Lyon Creek. Refer to distance "B" in Figure 18.42.130-3.
3. Buildings shall be set back a minimum of 50 feet from Ballinger Way (State Route 104) north of the midpoint of the driveway into Town Center. The setback shall be measured from the edge of the right-of-way. Refer to distance "C" in Figure 18.42.130-3.
4. In all other places, buildings shall be set back a minimum of 20 feet from the Town Center zone boundary. The setback shall be measured from the edge of the right-of-way. Refer to distance "D" in Figure 18.42.130-3.
5. Freestanding parking structures shall be set back a minimum distance of 150 feet from adjacent residential-zoned property. The setback shall be measured from the adjacent boundary of all residential-zoned property. Refer to distance "F" in Figure 18.42.130-3.
6. Interior property line setbacks are 0 feet.

ATTACHMENT 1

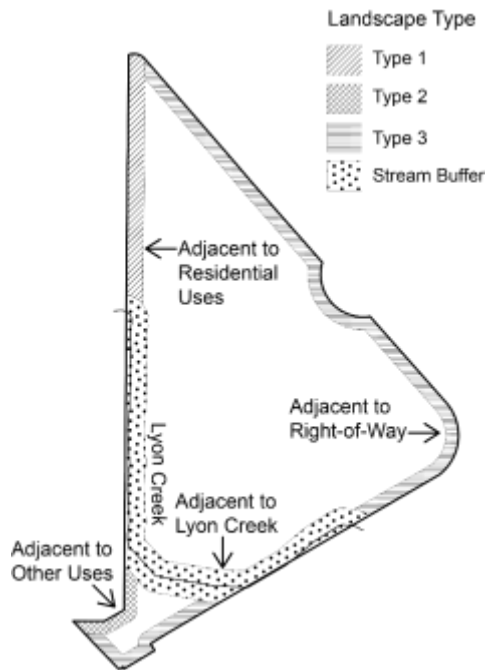


Figure 18.42.130-3. Minimum setbacks in Town Center zone.

Commented [SB13]: Figure refined to clarify where different Landscape Types apply.

7. Intrusions into setback areas. The following structures may be located within a setback, excluding setbacks from Lyon Creek:

- a. Utilities which are underground and accessory to a principal use;
- b. Walkways, stairs and steps, driveways, internal access roadways, and parking spaces which do not exceed 30 inches above finished grade;
- c. Irrigation systems at or below grade, including hydrants, sprinkler heads, and similar features that do not exceed 36 inches above finished grade;
- d. Foundation footings where the footing structure is located entirely below the ground surface;

ATTACHMENT 1

e. Low impact development best management practices or treatment best management practices provided:

- i. The low impact development features are designed, constructed, and maintained in accordance with the stormwater management manual adopted under LFPMC 16.24.010; and
- ii. The maximum height of any structural element associated with the low impact development feature shall not exceed 30 inches above finished grade.

F. Land Coverage.

1. The maximum impervious surface area shall be no more than 65 percent of the total lot area.

2. Modification for Improvements to Lyon Creek Stream Buffer.

a. Maximum impervious surface area may be increased when additional landscaping exceeding the minimum requirements set forth in LFPMC 18.42.130(A)(3) is provided along Lyon Creek. The maximum impervious surface area may be increased by two and one-half percent (2.5%) for each additional five (5) feet of Stream landscape buffer provided with the project. To qualify for this increase, provided landscape buffer must meet the requirements for Stream landscaping set forth in LFPMC 18.62.080(D).

b. When soft-surface walking paths within the additional buffer area set forth in subsection (a) of this section are provided, the maximum impervious surface area may be increased by an additional two and one-half percent (2.5%). The planting standards set forth in LFPMC 18.62.080(D) may be modified by the City Arborist if necessary to accommodate the soft-surface walking path.

c. In no case shall the maximum impervious surface area exceed 75 percent of the total lot area.

Commented [KAP14]: Changed 5% to 2.5%

G. Pedestrian Safety.

1. Sidewalks shall be provided along all building facades at a minimum of eight feet wide unless otherwise provided for in this chapter or the Framework Design Guidelines. Drip resistant weather protection at least six (6) feet deep must be provided along 75 percent (75%) of all facades with sidewalks.

a. This requirement may be modified as part of a development agreement when the applicant demonstrates that the sidewalk widths are infeasible. If modified pursuant to this section, the sidewalks shall be the maximum width feasible.

Commented [KAP15]: Changed 100% to 75% and changed 8 feet to 6 feet

ATTACHMENT 1

2. Pedestrian pathways shall be established between pedestrian entries and exits from buildings to existing or planned sidewalks and pedestrian pathways through striping, signage, and/or other markings. At a minimum, the following shall be provided:

a. Crosswalks shall be provided at the intersection of any internal access roadways and/or public roadways affected by the structure.

b. Crosswalks shall be provided across vehicular and bicycle entries and exits.

c. If pedestrians are likely to walk through a parking lot, a pedestrian pathway and/or signage shall be provided consistent with LFPMC 18.58.080(D).

3. Where obtaining necessary ownership or easement rights is feasible, a strong pedestrian connection, such as an artistically painted pathway, unique paving pattern or similar treatment, must be provided for pedestrian safety [leading from buildings and other adjacent uses such as public transit stops and intersections](#).

4. The following are prohibited:

a. Entrapment areas where a person could become entrapped with no exit route. Instead, provide two means of ingress and egress from all outdoor spaces.

b. Areas that are dark or not visible from a public space.

c. Building, vegetation, or other objects (e.g., a storage enclosure) that block visibility into a space or provide places to hide.

d. Screens or landscaping that block motorists' views of pedestrians crossing streets, driveways, and vehicle circulation areas.

e. Vegetation that will obstruct views between 3 feet and 8 feet above the ground where visibility is necessary to avoid creating an insecure area and to reduce the potential for pedestrian/vehicle collisions.

5. To the extent feasible provide for "passive surveillance," which is the ability of people occupying buildings and public spaces to view all parts of accessible spaces.

6. The project shall be designed to comply with Crime Prevention through Environmental Design (CPTED) guidelines.

H. Lighting.

1. [New developments shall provide site lighting as provided in Table 18.42.130-2:](#)

Commented [KAP16]: Edited into a table

ATTACHMENT 1

<u>Use of Area</u>	<u>Minimum Illuminance</u>	<u>Maximum Illuminance</u>
<u>Non-pedestrian and vehicular traffic areas</u>	<u>0.5 footcandle</u>	<u>4.0 footcandle</u>
<u>Pedestrian areas and building entries</u>	<u>2.0 footcandles</u>	<u>4.0 footcandle</u>

Table 18.42.130-2

2. Lighting shall be provided at consistent levels and shall be designed to gradually transition between lighting levels using a uniformity ratio of 4:1. Highly contrasting pools of light and dark areas are prohibited.
3. Fixtures installed in parking lots and vehicle traffic areas shall be mounted no higher than 25 feet above the ground unless higher lighting fixtures are approved in a development agreement.
4. Fixtures installed in pedestrian areas shall be no higher than 15 feet above the ground. Lighting shall enable pedestrians to identify a face at 45 feet away to promote safety.
5. Site and building lighting fixtures shall be full cut-off and dark sky rated. Lighting shall not trespass onto adjacent private parcels and luminaires shall not be visible at the property line. Light emissions shall not be visible above the roofline of the buildings onsite.
6. The design shall incorporate smart lighting technologies to maximize energy conservation.

I. Vehicle and Pedestrian Signage and Wayfinding.

1. Wayfinding signage and pavement markings shall comply with the Manual on Uniform Traffic Control Devices (MUTCD).
2. Signage shall clearly direct drivers to parking areas by the most **safe**, efficient route.
3. Pedestrian signage is required to assist in wayfinding and shall be designed consistent with the Town Center Framework Design Guidelines. Pedestrian signage shall provide a unified and recognizable design that shall be demonstrated by a Master Sign Plan. This requirement may be modified through a development agreement.

Commented [KAP17]: Added "safe"

J. **Solid Waste Service Areas.** Solid waste service areas include areas containing receptacles for solid waste including garbage, recycling, and compostables generated on site and interim on-site storage areas used to aggregate material prior to delivering it

Commented [KAP18]: Added section

ATTACHMENT 1

to the collection storage area. These provisions supersede the requirements set forth in Chapter 15.20 LFPMC for solid waste service areas located in the Town Center zone.

1. Minimum size. The following minimum space and access requirements for solid waste service areas shall be incorporated into the design of all new buildings:

a. Solid waste service areas shall be provided pursuant to Table 18.42.130-3. Solid waste service areas accessed by commercial collection equipment shall be a minimum of 80 square feet in size.

Table 18.42.130-3

<u>Use</u>	<u>Minimum Area for Shared Storage Space</u>
<u>Residential Uses</u>	<u>Four (4) square feet per unit</u>
<u>Nonresidential Uses</u>	<u>Six (6) square feet per 1,000 square feet of building gross floor area</u>

b. Requirements for residential uses. The storage space for residential developments shall be located in solid waste service areas as follows:

i. Solid waste service areas shall be located in or as an accessory to each building with a residential use and there shall be one solid waste service area for every 30 dwelling units.

ii. Multiple-level residential projects shall provide one collection area per level, with instructions on how solid waste is conveyed to a solid waste service area.

iii. Solid waste service areas located in separate buildings or structures or outdoors shall be no more than 200 feet from a common entrance of a residential building.

c. Requirements for nonresidential uses. The storage space for all nonresidential uses shall be located in solid waste service areas as follows:

i. Solid waste service areas may be located in a centralized collection point.

ii. Access to solid waste service areas may be limited to regular business hours and/or specified collection hours.

d. Mixed use developments containing both residential and nonresidential uses shall meet the storage space requirements for residential uses plus 50

ATTACHMENT 1

percent of the requirement for nonresidential uses.

2. Location. Where possible, solid waste service areas shall be located inside the building.

a. Where interior solid waste service areas are not possible, solid waste service areas shall not be located within required setbacks or landscape buffer areas required by this Chapter. Solid waste service areas shall not be located in areas incompatible with noise or odor.

3. Security and Access. The following requirements apply to all solid waste service areas which contain receptacles served by commercial collection equipment:

a. Receptacles for garbage, recycling, and compostables shall be located within the same solid waste service area. The solid waste service area shall be easily accessible to users occupying the site.

b. The solid waste service area shall be designed with adequate vertical clearance and adequate turning radius to ensure access and ease of ingress and egress for collection equipment.

c. Solid waste service areas shall not block or impede fire exits, fire lanes, public rights-of-way, or any pedestrian or vehicular access. The solid waste service area shall be located such that collection of materials does not block or otherwise interfere with pedestrian or vehicular movement to the maximum extent possible.

4. Design.

a. Solid waste service areas shall be built on a level and hard-surfaced area and shall be enclosed by an eight-foot-high fence or wall that is screened pursuant to the Town Center Framework Design Guidelines.

b. Solid waste service areas shall be identified by signs not exceeding two square feet in face area and otherwise complying with Chapter 18.52 LFPMC.

c. Solid waste service areas shall be equipped with gates of sufficient width to allow direct, in-line access to receptacles by service collectors and equipment. Where two or more containers (also called dumpsters) are located side-by-side within an enclosure, there shall be a minimum of 18 feet of unobstructed access when gates are fully opened. Gate openings shall be a minimum of 12 feet wide when an enclosure houses a single drop box or compactor unit. Enclosure gates shall not include center posts that would obstruct service access.

ATTACHMENT 1

d. Solid waste service areas require a spill prevention plan for management of liquids generated on or discharged from the storage area. The spill prevention plan must demonstrate compliance with the City's adopted stormwater management manual, including ongoing monitoring.

e. Outdoor solid waste service areas larger than 175 square feet shall be covered with a roof providing sufficient overhang to prevent direct entry of precipitation to the solid waste service area.

f. Solid waste service areas shall be equipped with a floor drain connected and conveyed to sanitary sewer. Precipitation runoff from solid waste service area roofs shall not be conveyed to sanitary sewer.

5. Limitations. The following limitations on solid waste service areas apply:

a. Only garbage, recycling, and compostable solid waste generated on site shall be collected and stored in solid waste service areas. Except for initial sorting of recyclables by users, all other processing of solid waste shall be conducted off site.

b. No container shall be collected and stored at any location on the site except in a designated solid waste service area.

c. The lids of all containers shall be maintained in a closed position.

6. Exemptions. Multifamily dwelling unit projects are exempt from these requirements when the project is participating in a public agency-sponsored or approved direct collection program in which individual bins or carts are used for curbside collection.

18.42.135 Affordable Housing.

A. Purpose. There is limited land area within the City zoned and available for multifamily residential development and there is a need in the metropolitan region for expanded housing choices, including affordable housing. This section sets forth minimum affordable housing requirements in exchange for eligibility for multifamily property tax exemption provided in Chapter 3.23 LFPMC.

B. Minimum Requirement. All developments creating five (5) or more new dwelling units in a residential or mixed-use structure in the Town Center zone shall provide at least 10 percent of the dwelling units as affordable units to owners or renters.

1. At or below eighty percent (80%) of King County median household income, adjusted for household size, and where no more than thirty percent (30%) of

Commented [KAP19]: Edited from 4 to 5

ATTACHMENT 1

the monthly household income is paid for monthly housing expenses (rent and appropriate utility allowance).

C. Multifamily Residential Tax Exemption. Affordable housing units provided in B. above may be eligible for a multifamily residential tax exemption under Chapter 3.23 LFPMC.

D. Rounding. The number of affordable housing units required is determined by rounding up to the next whole number of units if the fraction of the whole number is at least 0.50

E. Additional affordable housing requirements.

1. Location and mix. Prior to the issuance of any permit(s), the city shall review and approve the location and unit mix of the affordable units consistent with the following standards:

a. The affordable units shall be intermingled with all other dwelling units in the structure.

b. The type of ownership of the affordable units shall be the same as the type of ownership for the rest of the dwelling units in the structure.

c. The affordable units shall consist of a range of number of bedrooms that are comparable to dwelling units in the overall structure.

d. The size of the affordable units, if smaller than the other units with the same number of bedrooms in the development, shall not be more than 10 percent smaller than the comparable dwelling units in the development, based on number of bedrooms, or less than 500 square feet for a 1-bedroom unit, 700 square feet for a 2-bedroom unit, or 900 square feet for a 3-bedroom unit.

Commented [KAP20]: Deleted "whichever less"

e. The affordable units shall be available for occupancy in a time frame comparable to the availability of the rest of the dwelling units in the development.

f. The exterior design and the interior finish and quality of the affordable units must be compatible and comparable with the rest of the dwelling units in the structure.

g. The affordable units shall be used for permanent residential occupancy meaning multifamily housing that is either owner occupied or rented for periods of at least one month.

ATTACHMENT 1

2. Affordability Agreement. Prior to issuing a certificate of occupancy, an Affordability Agreement consistent with the requirements of this section and in a form acceptable to the City Attorney that addresses price restrictions, homebuyer or tenant qualifications, long-term affordability, and any other applicable topics of the affordable units shall be recorded with the King County Recorder's Office. The Affordability Agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant. The Affordability Agreement may be one and the same with the MFTE covenant in Chapter 3.23 LFPMC.
3. Length of Time of Affordable Housing Status. Affordable units that are provided under this section shall remain as affordable units from the date of initial occupancy through the life of the project, which ends when the structure including the multifamily project is no longer in use.

F. Regulatory monitoring and evaluation.

1. Within 30 days after the first anniversary of the date the city issues a certificate of occupancy and each year thereafter, the property owner shall file a certification with the City Administrator, verified upon oath or affirmation, which shall contain such information as the City Administrator may deem necessary or useful, and shall include the following information:
 - a. A statement of occupancy and vacancy of the affordable units during the previous year.
 - b. A certification that the property has not changed use since the date of obtaining the certificate of occupancy and continues to comply with the recorded Affordability Agreement.
 - c. A description of any improvements or changes to the affordable units made after the filing of the certificate of occupancy or last declaration, as applicable.
 - d. As applicable, information demonstrating.
 - (i) The total monthly rent or total sale amount of each affordable unit; and
 - (ii) The income of each rental household and owner(s) of the affordable units.
2. At least every three (3) years, the City Planning and Building Department shall submit a report to the City Council that summarizes the use of this affordable housing section to-date.

ATTACHMENT 1

18.42.140 Town ~~e~~Center ~~F~~ramework ~~D~~esign ~~G~~uidelines – Adopted ~~—Rules of interpretation.~~

A. The amended guidelines contained in the Town Center Framework Design Guidelines, dated February 25, 2021, are adopted and applicable to all applications filed for proposed development in the Town Center zone and incorporated by reference herein.

Commented [KAP21]: Date will be edited to match adoption date

~~A. The guidelines contained on pages 14 through 15, 24 through 41 and Appendix 2 of the City of Lake Forest Park “Town Center Framework Design Guidelines,” dated September 26, 2005, are adopted as alternate guidelines applicable to applications filed under the optional town center design guideline process and incorporated by reference herein.~~

~~B. Those portions of the “Town Center Framework Design Guidelines” not specifically adopted contain expressions of intent, goals, history and philosophy which form specific guidelines that may be used to interpret the adopted guidelines, in addition to the ordinary rules of statutory interpretation.~~

18.82.150 Town Center framework design guidelines — Application — Effect.

~~A. Except as otherwise provided, any person who plans to develop or redevelop within the town center zone may apply to have the proposed project processed and reviewed according to LFPMC 18.42.140. An accepted application shall be reviewed under the town center framework design guidelines, which shall take precedence over and supersede any conflicting provision of Chapter 18.42 LFPMC, including provisions incorporated by reference into Chapter 18.42 LFPMC.~~

~~B. The city shall not accept an application submitted for review under LFPMC 18.42.140 that does not propose to develop or redevelop all property in the town center zone owned or controlled by the applicant.~~

18.42.160 Administration.

~~The town center framework design guidelines shall be administered as follows:~~

~~A. The application shall not be processed according to Chapter 16.26 LFPMC, except that LFPMC 16.26.020, Definitions; 16.26.040, Applications; 16.26.240, Rules; and 16.26.250, Hold harmless and indemnification, shall be applicable to the application.~~

~~B. Upon determination by the administration that an application is complete, the application shall be forwarded to the city council which by resolution shall refer the application to a special committee on Towne Centre development of the council. The resolution may appoint the citizen members of the committee, if any, set a schedule for~~

ATTACHMENT 1

concluding review, provide for extension of the schedule, and reserve to the full city council the right to assume the committee's responsibilities if the committee is unable to complete its mandate within the prescribed time.

C. In accordance with the city council's resolution forwarding the application, the special committee on Towne Centre development shall review the application, with the assistance of the city administration, for compliance with the town center framework design guidelines, other applicable ordinances, and laws; negotiate the development agreement authorized by LFPMC 18.42.170; and refer the application, the draft development agreement, and the recommendation of the special committee on Towne Centre development to the city council for final decision.

D. Upon receiving the application, draft development agreement and a recommendation from the special committee on Towne Centre development, the city council shall direct that the application be placed on a council agenda for public hearing and subsequent action.

A. The following projects are exempt from review under this Chapter 18.42 LFPMC:

1. Interior modifications that do not alter the exterior surface of a building.
2. Normal maintenance, repair, and replacement in-kind. For example, re-roofing that does not modify the roof structure, repainting, mechanical equipment replacement, parking lot pavement patching and stall repainting that does not involve reconfiguration.
3. Alteration to a building's exterior non-architectural features such as changing paint color or exterior texture like stucco. Provided, however, when these exterior elements have been designated to fulfill a requirement of approval for an application under Chapter 18.42 LFPMC they are not exempt.
4. Alteration to less than 10 percent of the surface area of an existing building façade visible from an adjacent street. If within a three (3) year period the surface area limit is exceeded, future improvements shall not be exempt based on this exemption.
5. For subsections A.2, A.3, and A.4, the applicant must submit and receive approval of an application for exemption on a form provided by the Planning Department ("Department").

B. Minor Town Center Design Review.

1. The following projects shall be considered applications for Minor Town Center Design Review:

ATTACHMENT 1

a. Construction of a new building, as defined in the International Building Code adopted in Title 15 LFPMC, with gross floor area of 10,000 square feet or less;

b. Alteration to between 10 percent and 25 percent of the surface area of an existing building façade visible from an adjacent street; for example alterations to an architectural feature of an existing building such as awnings, balconies, cornices, friezes, bay windows, roof decks, and trellises;

Commented [KAP22]: Added

c. Addition to an existing building of gross floor area 10 percent or less of the existing building's gross floor area;

d. Addition to an existing building of 2,000 square feet or less;

d. The cumulative increase, over a three (3) year period, in an existing building which meets any of the above thresholds, or

e. Parking lot maintenance that involves reconfiguration.

Commented [KAP23]: Added

2. A Minor Town Center ("TC") Design Review project shall be classified as a Type III permit application and shall be subject to the applicable processing requirements of Chapter 16.26 LFPMC. Provided, however, that a Notice of Application with a 14 day public comment period shall be provided as described in LFPMC 16.26.040(E). The applicant must make application for Minor TC Design Review on forms provided by the Department.

a. Upon receipt of a complete application for Minor TC Design Review, the Director shall review the application, analyze same for compliance with Chapter 18.42 LFPMC, and issue a final decision pursuant to section 16.26.180 LFPMC and appealable pursuant to section 16.26.190 LFPMC to the City's Hearing Examiner.

b. If the application modifies the exterior of an existing building or constructs a new building, the Director shall route the application and a staff report to the Design Review Board. The Design Review Board shall deliberate and provide a written recommendation to the Director that may include approval, conditional approval, or denial of the application. Because the Design Review Board provides only a recommendation, there are no appeals of the Board's recommendation. After consideration of the Design Review Board's recommendation, the Director shall issue a final decision pursuant to section 16.26.180 LFPMC.

C. Major Town Center Design Review.

1. The following projects shall be considered applications for Major Town Center ("TC") Design Review under this chapter:

ATTACHMENT 1

a. Construction or alteration of a freestanding parking structure as defined in Chapter 18.08 LFPMC;

b. Construction of a new building, as defined in the International Building Code adopted in Title 15 LFPMC, with gross floor area exceeding 10,000 square feet;

c. Alteration to more than 25 percent of the surface area of an existing building façade visible from an adjacent street; for example alterations to an architectural feature of an existing building such as awnings, balconies, cornices, friezes, bay windows, roof decks, and trellises.

Commented [KAP24]: Examples added to c. rather than have these types of alterations being major on their own.

d. Alteration to outdoor plazas or open space;

e. Addition to an existing building of gross floor area greater than 10 percent of the existing building's gross floor area;

f. Addition to an existing building of more than 2,000 square feet;

g. Addition to an existing building of another story; or

h. The cumulative increase, over a three (3) year period, in an existing building exceeds any of the above thresholds.

2. A Major TC Design Review project shall be classified as a Type I permit application and shall be subject to the applicable processing and notice requirements of Chapter 16.26 LFPMC.

3. Before applying for Major TC Design Review, the applicant shall attend a pre-application conference with the Planning Department Director or designee ("Director"). The conference will be scheduled by the Department to occur within 30 days of written request by the applicant. The applicant shall submit a complete application for Major TC Design Review within six (6) months following the conference otherwise a new conference will be required prior to application. The purpose of this conference is to discuss how the design guidelines pertain to the proposed development. The applicant shall also address whether a development agreement will be sought under Chapter 18.72 LFPMC for the project, or the terms of any applicable development agreement previously executed with the city for the project.

4. An applicant for a development proposal determined by the Director to be subject to Major TC Design Review shall submit studies or reports that adequately evaluate the proposal and all probable impacts associated with it. At a minimum, the applicant shall submit a traffic study and internal circulation study prepared by a qualified professional. The Director may also require the

ATTACHMENT 1

applicant to submit studies addressing other potential impacts including but not limited to geotechnical, parking, critical areas, trees, and stormwater design (including water quality analysis).

5. The applicant must make application for Major TC Design Review on forms provided by the Department. An application for Major TC Design Review may be submitted prior to submission of an underlying project permit application for development on the same property; however, a complete underlying project permit application shall not be processed without a complete Major TC Design Review application. Consolidation of permit types for a project shall be done per Chapter 16.26 LFPMC.
6. Upon receipt of a complete application for Major TC Design Review, the Director shall review the application, analyze same for compliance with Chapter 18.42 LFPMC, and route the application and a staff report to the Design Review Board.
7. After receipt of the staff report, the Design Review Board shall meet with the Director and the applicant to evaluate the Major TC Design Review application for compliance with the applicable criteria. This meeting may be continued by the Director or the Design Review Board for the purposes of clarifying issues, or obtaining additional information, facts, or documentary evidence.
8. The Design Review Board shall hold a public meeting regarding the application. At the public meeting, the applicant shall have an opportunity to make a presentation and the public shall be allowed to comment. At the applicant's expense, notice of the public meeting shall be provided at least 21 days prior to the public meeting as follows:
 - a. Emailed or sent regular United States Postal Service (USPS) mail to the applicant and members of the public who have submitted written comments regarding the application;
 - b. Sent regular USPS mail to all dwelling units in the city and to all taxpayers of record if different than the dwelling unit address;
 - c. Published in the city's website on its News Flash page, the Notices-and-Announcements page, and the city's calendar as these website pages are amended or replaced by the city with similar electronic notification methods; and
 - d. Posted on a social media account hosted by the city.
9. After the public meeting, the Design Review Board shall deliberate and prepare a written recommendation to the Hearing Examiner that may include approval, conditional approval, or denial of the application. Because the Design Review

ATTACHMENT 1

Board provides only a recommendation, there are no appeals of the Board's recommendation.

10. The Department shall submit the staff report and the Design Review Board's recommendation to the hearing examiner for consideration during the open record pre-decision hearing on the Type I permit. --The pre-decision hearing shall be scheduled before the hearing examiner, and a notice thereof shall be mailed or emailed to all parties of record by the code administrator no less than 21 days before the date of the hearing.

E. Appeals.

1. Appeals of Minor Design Review Permit final decisions are appealable pursuant to section 16.26.190 LFPMC to the city's hearing examiner.
2. There shall be no administrative appeal of the hearing examiner's final decision if the Major Design Review Permit application involves less than 100 dwelling units or less than a three (3) acre project area.
3. There shall be a closed record administrative appeal to the City Council of the hearing examiner's final decision if the Major Design Review Permit application involves 100 or more dwelling units or a project area of three (3) acres or more.
 - a. An appeal must be filed within 14 calendar days following issuance of the notice of decision by the hearing examiner. Appeals must be delivered to the city clerk's office by mail or personal delivery by the last business day of the appeal period. For the purposes of computing the time for filing an appeal section 16.26.055 LFPMC shall apply.
 - b. Appeals shall be in writing, be accompanied by an appeal fee as set by the city council, and contain the information required by section 16.26.055 LFPMC. The timely filing of an appeal shall stay the effective date of the decision until such time as the appeal is adjudicated by the city council. The burden of proof is on the appellant to prove its case by a preponderance of the evidence.
 - c. The city council shall hold a closed record appeal as described in section 16.26.160 LFPMC except this shall be a closed record appeal of a Type III hearing examiner final decision instead of a Type II hearing examiner recommendation. Unless the parties to an appeal have agreed to an extended time period, the administrative appeal shall be completed within 90 days from the date the administrative appeal period closed.
 - d. In deciding the appeal, the city council shall consider the complete record developed before the hearing examiner, the final decision of the hearing

ATTACHMENT 1

examiner, and written briefing and oral argument by the appellant and the applicant based on the record before the hearing examiner. Deadlines, page limits, and oral argument time limits shall be set by the council chair based on the complexity of the appeal issues. The council chair may hold a prehearing conference with the appellant and the applicant before determining same.

e. By mail or email, the city clerk shall provide 21 days' notice of the closed record appeal hearing to all parties of record to the pre-decision hearing before the hearing examiner.

f. After the closed record appeal hearing, the city council shall issue its decision on the appeal. The decision shall include findings of fact upon which the decision was based and the conclusions derived from those facts. The city council may approve, approve with conditions, deny or remand to the hearing examiner the application. The city clerk shall mail or email the city council's written decision to each person who participated in the open record hearing before the hearing examiner. The decision of the city council is the final decision by the city.

F. General - Town Center Design Review

1. Permit Type. In the event questions arise regarding permit type, the Director shall make the final determination on whether an application is processed as a Type I or a Type III permit.

2. Subsequent Permits. For a site that has been issued a Town Center Design Review final decision, subsequent permits shall be issued only for development that complies with the final decision.

3. Vesting.

a. Application for a Minor TC Design Review permit shall not provide the applicant with vested rights for the proposed project. The Minor TC Design Review permit shall vest to the applicable provisions of the LFPMC upon the date of the city's final decision on the Minor TC Design Review permit.

b. Submittal of a complete application for Major TC Design Review shall vest the Major TC Design Review project to the local land use regulations in effect on the date that the complete Major TC Design Review application was filed. Revisions requested by an applicant to a vested, but not yet approved, application shall be deemed a new application when such revisions are classified by the Director as a major modification. Major modifications are those which substantially change the basic design, density, vehicle circulation, access, or open space requirements of the application.

4. Expiration and Extension.

ATTACHMENT 1

a. An approved Minor TC Design Review permit shall expire two (2) years after the date the permit is issued. Extensions of six (6) months and up to one (1) year may be approved by the Director when the applicant submits a written request prior to expiration that includes a reasonable justification for the extension, such as a financial hardship, hardship in obtaining materials, weather-related factors, or similar delaying factors.

b. An approved Major TC Design Review permit shall expire if the applicant fails to file a complete building permit application(s) for all buildings, and have all valid building permits issued within the time periods specified in the final decision by the hearing examiner. If an expiration date is not expressly provided for in the final decision, the approved Major TC Design Review permit shall expire two (2) years after the date the permit is issued and a one (1) year extension may be approved by the Director when the applicant submits a written request prior to expiration that includes a reasonable justification for the extension, such as a financial hardship, hardship in obtaining materials, weather-related factors, or similar delaying factors.

18.42.170 Development agreement.

~~A. The applicant and the city shall enter into a development agreement as provided in RCW 36.70B.170 incorporating the town center framework design guidelines, the decision of the city council, and other provisions not inconsistent with the town center design guidelines or other provision of this code.~~

~~B. The development agreement may provide for subdivision of the applicant's property to facilitate orderly, economic development of the property. In case of a conflict with any provision of the city's subdivision regulations, LFPMP Title 17, the town center framework design guidelines shall control.~~

A. The applicant and the city may enter into a development agreement as provided in Chapter 18.72 LFPMP with terms consistent with the Town Center Framework Design Guidelines and other provision of the LFPMP.

B. The development agreement shall not include provisions that modify the following requirements in this chapter:

1. Height as provided in LFPMP 18.42.095(A)(3);
2. Mixed use as provided in, LFPMP 18.42.095(K), except the amount and location of Active Use Space may be modified;
3. Open space as provided in LFPMP 18.42.130(C)(2) and the Town Center Framework Design Guidelines;

ATTACHMENT 1

4. Setbacks as provided in LFPMP 18.42.130(E); and

5. Land coverage as provided in LFPMP 18.42.130(F).

18.42.180 Design departure.

~~A. An applicant may propose an alternative project design that does not strictly comply with the town-center framework design guidelines, but is consistent with the intent of the design guidelines. Such a proposal shall be processed as provided in LFPMP 18.42.160. In evaluating the project, the city council shall determine whether the alternative design provides equivalent or superior results when compared with strict compliance with applicable guidelines according to one or more of the following criteria:~~

- ~~1. The alternate enhances multiple uses in the town center;~~
- ~~2. The alternate enhances the pedestrian scale of the town center;~~
- ~~3. The alternate enhances the perimeter of the town center; or~~
- ~~4. The alternate enhances the environmental quality of the town center.~~

~~B. The city council may also review, as provided in LFPMP 18.42.160, an alternative project design on the basis of physical constraints of the project site, provided the alternate provides equivalent or superior results when compared with strict compliance with applicable guidelines according to the foregoing criteria.~~

~~C. An approved alternate design shall be implemented by a development agreement as provided for in LFPMP 18.42.170 that shall include the reasons for concluding that alternative design provides equivalent or superior results when compared with strict compliance with applicable guidelines.~~

18.42.190 Bonds or other financial security.

~~The city may require a bond or other financial security to ensure compliance with any aspect of a permit or approval under this chapter.~~

Unless otherwise provided elsewhere in the LFPMP, the applicant shall be required to bond for all improvements that are subject to review under this chapter.

A. Before a permit is issued, the applicant shall deposit with the city clerk a surety bond in such reasonable amount as set by the Hearing Examiner (Type I) or set by the Director (Type III). The required surety bond must be:

1. With good and sufficient surety rated A or better;
2. By a surety company authorized to transact business in the state;

ATTACHMENT 1

3. Satisfactory to the city attorney in form and substance; and

4. In an amount sufficient to guarantee that all required improvements and mitigation measures will be completed in a manner that complies with conditions of approval.

B. Posting of a bond or other security shall not discharge the obligation of an applicant or violator to complete required mitigation, monitoring or restoration. The requirement of a bond or other security is not intended and shall not be construed to relieve an applicant of any obligation imposed under this chapter.

Section 6. SEVERABILITY. Should any portion of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 7. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 8. EFFECTIVE DATE. This ordinance shall take effect five (5) days after passage and publication.

Section 9. EXPIRATION OF MORATORIUM. The moratorium extension adopted in Ordinance No. 1211 shall terminate upon the effective date of this ordinance.

APPROVED BY A MAJORITY of the Lake Forest Park City Council this [click here to enter day of month.](#) [day of](#) [Click here to enter month.](#), 2021.

APPROVED:

Jeff Johnson
Mayor

ATTEST/AUTHENTICATED:

Evelyn Jahed
City Clerk

APPROVED AS TO FORM:

ATTACHMENT 1

Kim Adams Pratt
City Attorney

Introduced: _____
Adopted: _____
Posted: _____
Published: _____
Effective: _____

ATTACHMENT 2

ORDINANCE NO. 1218

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, CREATING CHAPTER 18.72 LFPMC, DEVELOPMENT AGREEMENTS; PROVIDING FOR SEVERABILITY, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, RCW 36.70B.170 through .210 and WAC 365-196-845 provide authority for cities to enter into development agreements; and

WHEREAS, the purpose of development agreements is to allow a city and property owner/developer to enter into voluntary agreements regarding the applicable regulations, standards, and mitigation that apply to a specific development project after the development agreement is executed; and

WHEREAS, in accordance with RCW 36.70A.106 and WAC 365-196-630, a notice of intent to adopt the proposed new regulations was sent to the State of Washington Department of Commerce and to other state agencies to allow for a 60-day review and comment period, which comment period ended prior to adoption of this ordinance; and

WHEREAS, the City Council held public meetings to review and analyze development regulations and included processes and procedures for adopting development agreements during regular meetings, study sessions, and Committee of the Whole meetings on December 10 and 14, 2020; January 7, 9, 11, 14, and 25, 2021; and February 11, 16, 22 and 25, 2021; and

WHEREAS, the City Council held public hearings on January 21, 2021, and February 25, 2021 regarding development regulations and included processes and procedures for adopting development agreements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. ADOPT . The City Council of the City of Lake Forest Park hereby adopts Chapter 18.72 LFPMC, Development Agreements, as follows:

Chapter 18.72

Development Agreements

18.72.010 Authorized.

ATTACHMENT 2

A. The city may enter into a development agreement with a person having ownership or control of real property within its jurisdiction. The city may enter into a development agreement for real property outside its boundaries as part of a proposed annexation or a service agreement. A development agreement must set forth the development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement.

B. Pursuant to RCW 36.70B.170 through 36.70B.210, as amended, a person or entity having ownership or control of real property within the city may file an application for a development agreement with the Planning and Building Department ("Department"), and pay the filing fee established by city council resolution.

18.72.020 Terms and Conditions.

A. The Director of the Planning Department ("Director"), and such designee as may be appointed for this purpose by the Mayor, is authorized, but not required, to negotiate acceptable terms and conditions of the proposed development agreement with due regard for the following criteria:

1. The development agreement conforms to the existing comprehensive plan policies.
2. The terms of the development agreement are generally consistent with the development regulations of the city then in effect.
3. Appropriate elements such as permitted uses, residential densities, and nonresidential densities and intensities or structure sizes are adequately provided.
4. Appropriate provisions are made for the amount and payment of fees agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, inspection fees, or dedications.
5. Adequate mitigation measures, development conditions, and mitigation requirements under Chapter 43.21C RCW are provided, including monitoring and adjustment of measures and conditions to ensure mitigation is effective.
6. Adequate and appropriate design standards and other development features are provided.
7. If applicable, targets and requirements regarding affordable housing are addressed.

ATTACHMENT 2

8. Provisions are sufficient to assure requirements of parks and preservation of open space.
9. Interim uses and phasing of development and construction are appropriately provided. The agreement shall clearly state the conditions under which an interim use shall be converted to a permanent use within a stated time period and the penalties for noncompliance if the interim use is not converted to the permanent use in the stated period of time.
10. Where a phased development agreement is proposed, a site plan shall be provided and shall clearly show the proposed phases and when in each phase public benefit shall be provided. Public benefits shall be provided as early as feasible in projects.
11. Clearly document that any departures from the standards of the code that are requested by the applicant are, in the judgment of the city, offset by providing a benefit to the city of equal or greater value relative to the departure requested. In no case shall a departure from the code be granted if no benefit to the city is proposed in turn by the applicant.
12. Provisions for maintenance and operations, including landscape maintenance.
13. A build-out or vesting period for applicable standards is provided.
14. Provisions for resolving disputes, review procedures, and standards for implementing decisions.

Commented [KAP1]: Clarify public benefit information

18.72.030 Public hearing, recommendation, decision.

A. When the Director determines that a development agreement addressing the criteria in this chapter has been negotiated and recommends the same for consideration, a public hearing pursuant to RCW 36.70B.200 shall be held by the planning commission.

1. At the public hearing, the applicant shall have an opportunity to make a presentation, city representatives shall have an opportunity to make a presentation, and members of the public shall be allowed to comment. This hearing may be continued for the purposes of clarifying issues, or obtaining additional information, facts, or documentary evidence.
2. At the applicant's expense, notice of the public hearing shall be provided at least 21 days prior to the public hearing as follows:
 - a. Emailed or sent regular United States Parcel Service (USPS) mail to the applicant and members of the public who have submitted written comments;

Commented [KAP2]: Clarify that the public opportunity to make comments

ATTACHMENT 2

b. Sent regular USPS mail to all dwelling units in the city and to all taxpayers of record if different than the dwelling unit address;

c. Published in the city's website on its News Flash page, as amended or replaced by other similar electronic notification methods; and

d. Posted on a social media account hosted by the city.

3. The planning commission may continue the hearing for the purpose of clarifying issues, or obtaining additional information, facts, or documentary evidence. After deliberation, the planning commission shall make a recommendation on the development agreement to the city council.

B. The development agreement shall be subject to review and approval by the city council based on the record of the planning commission and on any subsequent public hearing the city council may hold. Any public hearing by the city council will be subject to the same notice provisions in A.2 above. If a public hearing is held, the city council may continue the hearing for the purpose of clarifying issues, or obtaining additional information, facts, or documentary evidence.

C. The decision of the city council shall be final immediately upon adoption of a resolution authorizing or rejecting the development agreement.

D. Following approval of a development agreement by the city council, and execution of the same, the development agreement shall be recorded with the King County recorder, at the applicant's expense.

E. Because a development agreement is not necessary to any given project or use of real property under the existing comprehensive plan and development regulations in effect at the time of making application, approval of a development agreement is wholly discretionary and any action taken by the city council is legislative only, and not quasi-judicial.

F. During the term of an approved development agreement, the agreement is binding on the parties and their successors, and any permit or approval issued by the city after execution of the development agreement must be consistent with the development agreement.

G. Pursuant to RCW 36.70B.020, development agreements are not land use applications and are not subject to processing deadlines in Chapter 16.26 LFPMC.

18.72.040 Amendments to development agreements.

A. The city will process and decide upon an application for an amendment to an existing development agreement as if it were an application for a new development agreement

ATTACHMENT 2

in the manner set forth above, unless it is deemed a minor modification as set forth in subsection B. of this section.

B. The Director may approve minor modifications to an existing development agreement. Criteria for approving minor modifications include but are not limited to the following:

1. Shall conform to the intent of the development agreement;
2. Shall not reduce landscaping, buffering, or open space areas;
3. Shall not reduce setback requirements;
4. Shall not result in an increase in height of any structure; and
5. Shall not result in a change in ingress or egress.

18.72.050 Consistency and flexibility.

A development agreement shall be consistent with applicable development regulations; provided, a development agreement may allow development standards different from those otherwise imposed under the Lake Forest Park Municipal Code in order to provide flexibility to achieve public benefits, respond to changing community needs, or encourage modifications that provide the functional equivalent or adequately achieve the purposes of otherwise applicable city standards. Any development standards approved pursuant to a development agreement that differ from those in the LFPMC shall not require any further zoning reclassification, variance from city standards or other city approval apart from development agreement approval. The development standards as approved through a development agreement shall apply to and govern the development and implementation of each covered site in lieu of any conflicting or different standards or requirements elsewhere in the LFPMC. Subsequently adopted standards that differ from those of a development agreement adopted by the city as provided in this chapter shall apply to the covered development project only where necessary to address imminent public health and safety hazards or where the development agreement specifies a time period or phase after which certain identified standards can be modified. Determination of the appropriate standards for future phases which are not fully defined during the initial approval process may be postponed. Building permit applications shall be subject to the building codes in effect when the permit is applied for.

18.72.060 Exercise of city police power and contract authority.

As provided in RCW 36.70B.170(4), the execution of a development agreement is a proper exercise of the city's police power and contract authority. Accordingly, a development agreement may obligate a party to fund or provide services, infrastructure, or other facilities. A development agreement shall reserve authority to impose new or

ATTACHMENT 2

different regulations to the extent required by a serious threat to public health and safety.

18.72.070 Form.

Development agreements shall be consistent with RCW 36.70B.170 through 36.70B.210

Section 2. SEVERABILITY. Should any portion of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. EFFECTIVE DATE. This ordinance shall take effect five (5) days after passage and publication.

APPROVED BY A MAJORITY of the Lake Forest Park City Council this [click here](#) to enter day of month. day of [Click here](#) to enter month., 2021.

APPROVED:

Jeff Johnson
Mayor

ATTEST/AUTHENTICATED:

Evelyn Jahed
City Clerk

APPROVED AS TO FORM:

Kim Adams Pratt
City Attorney

Introduced: _____

Ordinance No. 1218 2-24-21 Draft

Page 6 of 7

ATTACHMENT 2

Adopted: _____
Posted: _____
Published: _____
Effective: _____

ORDINANCE NO. 1219

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, AMENDING CHAPTER 18.58 LFPMC, OFF-STREET PARKING; PROVIDING FOR SEVERABILITY, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Lake Forest Park has the authority to adopt development regulations consistent with and implementing its Comprehensive Plan pursuant to RCW 36.70A.040; and

WHEREAS, as part of the process of reviewing development regulations for the Town Center zone, parking lot design was reviewed and analyzed and the City Council determined that amendments to Chapter 18.58, Off-Street Parking were needed; and

WHEREAS, an Environmental Checklist for a non-project action was prepared under the State Environmental Policy Act, Chapter 43.21C RCW, pursuant to Chapter 197-11 WAC, and a Determination of Non-Significance ("DNS") was issued on the 10th day of February, 2021; and

WHEREAS, in accordance with the requirements set forth in RCW 36.70A.106, the City provided the Washington State Department of Commerce notice of the City's intent to adopt the proposed amendments on January 6, 2021 and received notice that the Department's had granted expedited review on February 18, 2021; and

WHEREAS, the City Council held public meetings to review and analyze development regulations that included off-street parking regulations during regular meetings, study sessions, and Committee of the Whole meetings on December 10 and 14, 2020; January 7, 9, 11, 14, and 25, 2021; and February 11, 16, 22 and 25, 2021; and

WHEREAS, the City Council held public hearings on January 21, 2021, and February 25, 2021 regarding development regulations including off-street parking regulations; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. AMEND . The City Council of the City of Lake Forest Park hereby amends Chapter 18.58 LFPMC, Off-Street Parking, as follows:

...

18.58.080 Landscaping, pathways and amenities~~Screening~~.

~~The parking area shall be screened from adjoining properties by solid fencing, or by plantings of evergreen material that will constitute a solid planting of not less than four feet in height within two years. Vision clearance standards must be maintained pursuant to LFPMC 18.50.070.~~

A. Purpose.

To realize the city's vision and reflect community values, all aspects of our city should ensure that the natural environment is celebrated. This includes the trees, lands, buildings and connections, as well as the spaces where vehicles park. Incorporating natural elements to provide shade, assist in managing surface water, and enhance the ecology of the location both reflect the character of the city and play an important role in combating the effect of urban heat islands that contribute to climate change.

B. Applicability.

1. New projects or redevelopment projects exceeding 50 percent of the fair market value of the parking lot must comply with these regulations in their entirety.
2. Redevelopment projects not exceeding 50 percent of the fair market value of the parking lot must comply with these regulations for all new or replaced portions of the parking lot.
3. Maintenance of existing parking lots that do not include altering the footprint of the parking lot, such as grind and overlay or restriping projects, must comply with these regulations where possible.

C. Landscaping. Parking lot landscaping is required as follows:

1. Perimeter parking lot landscaping.
 - a. Adjacent to roadways. Parking lots adjacent to roadways shall include a ten-foot-wide planting bed meeting the requirements for Type 3 landscaping set forth in LFPMC 18.62.080; except trees can be clustered or staggered to improve visibility near driveways and a 30-foot break in the required tree coverage is allowed adjacent to permitted signage. Refer to Figure 18.58.080-1.

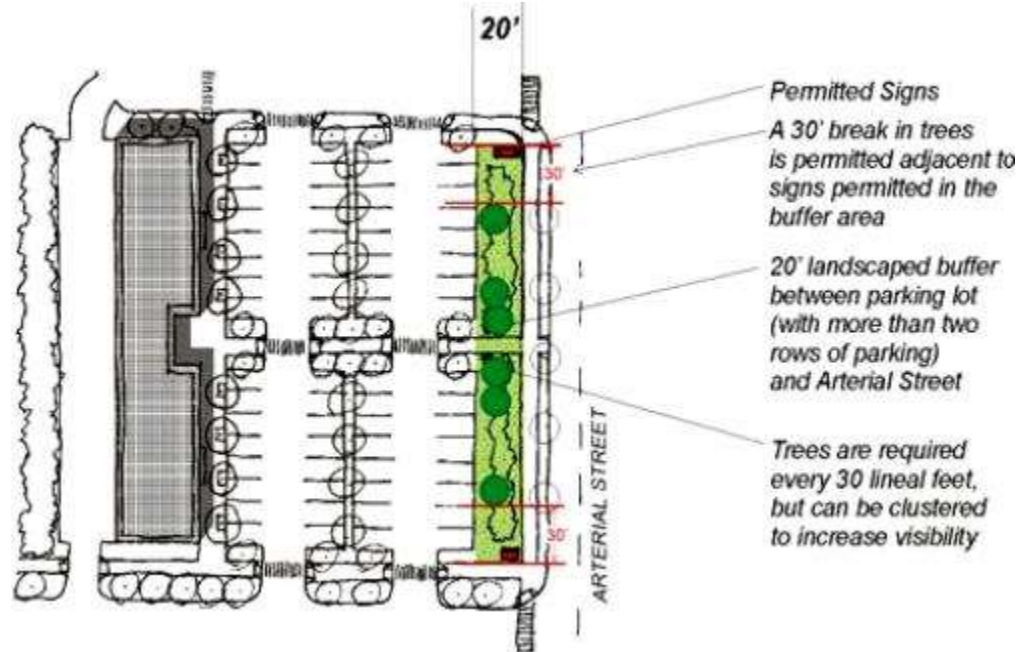


Figure 18.58.080-1: Landscaping between large parking lots and adjacent streets.

- b. Adjacent to residential uses. Parking lots adjacent to residential uses or zones must include the following additional screening measures:
 - i. A post-and-beam fence, decorative metal fence, or similar fence with minimum four (4) inch openings consistent with residential character and quality; and
 - ii. A 10-foot-wide planting bed meeting the requirements for Type 1 landscaping set forth in LFPMC 18.62.080.
- c. Adjacent to other uses. Parking lots adjacent to nonresidential uses on a separate lot must provide a ten-foot-wide planting bed meeting the requirements for Type 2 landscaping set forth in LFPMC 18.62.080. This requirement can be waived by the Director if adjacent lots are under common ownership with the subject of the proposal.
- d. Adjacent to buildings. Parking lots adjacent to buildings shall include a five-foot-wide planting bed meeting the requirements of Type 3 landscaping set forth in LFPMC 18.62.080.
- e. Adjacent to Streams. Parking lots adjacent to Streams as defined in Chapter 16.16 LFPMC shall include a 20-foot-wide planting bed meeting the requirements of Stream buffer landscaping set forth in LFPMC 18.62.080. Where this provision conflicts with other landscaping requirements, this provision shall prevail.

2. Interior parking lot landscaping. Surface parking lots must be landscaped to break up large areas of asphalt and provide visual relief as follows:

a. Landscaping must be provided within surface parking lots at a rate of 20 square feet per parking stall. Landscaping must be designed and maintained to provide clear sight distance between three and one-half feet and eight feet above the existing street or private access road grade. Surface parking lot landscaping must be planted as follows:

i. Deciduous trees shall be planted at a rate of one (1) tree per every seven (7) stalls;

ii. Shrubs shall be planted no more than four (4) feet apart; and

iii. Groundcovers shall be planted no more than 24 inches apart. Turf is not permissible as a groundcover in surface parking lot landscaping.

b. Landscape islands must be placed no further than 10 parking stalls apart and at the end of each parking row. Landscaping strips may be placed between rows of parking stalls. Landscape islands and strips must be a minimum of four feet wide and have an area of at least 75 square feet. Refer to Figure 18.58.080-2.

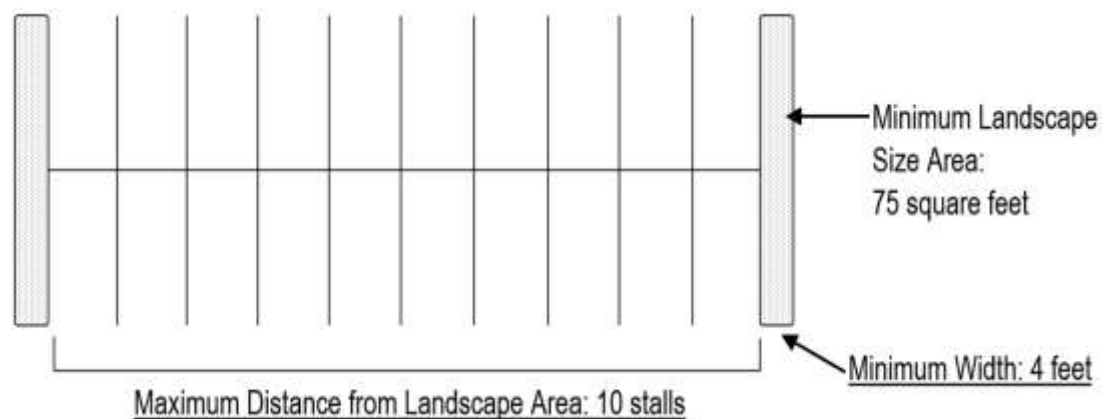


Figure 18.58.080-1: Parking lot landscaping.

c. Landscape islands or planters must be surrounded by a standard vertical curb or similar barrier to protect the plantings from vehicle overhang. Gaps in the curb are permitted for stormwater drainage.

3. Low impact development. Except in landscape buffer areas adjacent to a Stream as defined in Chapter 16.16. LFPMP, parking area landscaping shall be used for low impact development best management practices or treatment best management practices as approved by the Public Works Director pursuant to

the stormwater management manual adopted in LFPMC 16.24.010, unless technically infeasible. The requirements for plant sizes and spacing in this section may be relaxed for bioretention facilities when supported by recommendations provided by an arborist, landscape architect, or other qualified professional.

D. Pathways through parking lots. Safe and convenient pedestrian paths are required from street sidewalks through parking lots to building entries, as follows:

1. At least one pedestrian pathway must be provided for every four rows of vehicle parking spaces or fraction thereof. Pedestrian pathways must be provided at a maximum distance of 150 feet between pedestrian pathways and must be a minimum of six (6) feet in width.
2. Where possible, pathways must be aligned to connect with major building entries or other destinations. At a minimum, pedestrian pathways must be configured to provide a convenient path to buildings or other destinations.
3. Pedestrian pathways must be clearly identifiable through special pavement, pavement markings and/or artistic painting. Signage and/or lighting provided at or along the pedestrian pathways must be pedestrian-scale.
4. Pedestrian pathways must be integrated with the required parking lot landscaping.

E. Pedestrian amenities. All nonresidential development must provide a decorative garbage and recycling receptacle and at least one of the following pedestrian amenities near required pedestrian pathways:

1. Pedestrian furniture such as benches or low seating walls;
2. Weather protection;
3. Wayfinding kiosk;
4. Umbrellas with receptacles;
5. Perimeter landscaping in addition to the requirement in subsection B of this section;
6. Permanently installed and maintained public art. This is satisfied if the pedestrian pathway uses unique paving treatments; or

7. Other element that encourages pedestrian activity and creates a welcoming pedestrian environment, as approved by the Director.

Section 2. SEVERABILITY. Should any portion of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. EFFECTIVE DATE. This ordinance shall take effect five (5) days after passage and publication.

APPROVED BY A MAJORITY of the Lake Forest Park City Council this [click here to enter day of month. day of](#) [Click here to enter month.](#), 2021.

APPROVED:

Jeff Johnson
Mayor

ATTEST/AUTHENTICATED:

Evelyn Jahed
City Clerk

APPROVED AS TO FORM:

Kim Adams Pratt
City Attorney

Introduced: _____
Adopted: _____
Posted: _____
Published: _____
Effective: _____

ORDINANCE NO. 1220

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, AMENDING CHAPTER 18.62 LFPMC, SCREENING AND LANDSCAPING; PROVIDING FOR SEVERABILITY, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Lake Forest Park has the authority to adopt development regulations consistent with and implementing its Comprehensive Plan pursuant to RCW 36.70A.040; and

WHEREAS, as part of the process of reviewing development regulations for the Town Center zone, screening and landscaping was reviewed and analyzed and the City Council determined that amendments to Chapter 18.62, Screening and Landscaping were needed; and

WHEREAS, an Environmental Checklist for a non-project action was prepared under the State Environmental Policy Act, Chapter 43.21C RCW, pursuant to Chapter 197-11 WAC, and a Determination of Non-Significance ("DNS") was issued on the 10th day of February, 2021; and

WHEREAS, in accordance with the requirements set forth in RCW 36.70A.106, the City provided the Washington State Department of Commerce notice of the City's intent to adopt the proposed amendments on January 6, 2021 and received notice that the Department's had granted expedited review on February 18, 2021; and

WHEREAS, the City Council held public meetings to review and analyze development regulations that included screening and landscaping regulations during regular meetings, study sessions, and Committee of the Whole meetings on December 10 and 14, 2020; January 7, 9, 11, 14, and 25, 2021; and February 11, 16, 22 and 25, 2021; and

WHEREAS, the City Council held public hearings on January 21, 2021, and February 25, 2021 regarding development regulations including off-street parking regulations; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. AMEND . The City Council of the City of Lake Forest Park hereby amends Chapter 18.62 LFPMC, Screening and Landscaping, as follows:

. . .

LFPMC 18.62.030. Landscaping of perimeter of lot.

The perimeter of a lot, or development site, shall be landscaped to a depth of six feet from the property line or the perimeter of the development site and be maintained as a sight screen in accordance with this chapter, except as provided for in LFPMC 18.62.050 or as otherwise specified in this Title.

LFPMC 18.62.040 Landscaping of street frontages.

Unless otherwise specified within this Title, Sstreet frontages, except driveways and pedestrian walks within the property, shall be landscaped with evergreen shrubs or a combination of lawn, evergreen or deciduous shrubs and trees, and perennial or annual flowers to create and maintain a maximum residential character.

LFPMC 18.62.041 Minimum requirements.

A. Unless otherwise specified within this Title, Llandscaped areas shall consist of a variety of trees, shrubs and plants that shall cover at least 75 percent of the ground contained in the landscape areas. At least one tree shall be required for every 250 square feet of landscaped area. A minimum of 30 percent of the landscaping and trees shall consist of evergreen/conifer species.

B. Use of native and drought-tolerant species are encouraged.

C. Invasive species and noxious weeds are prohibited.

...

LFPMC 18.62.080 Landscaping types.**A. Type 1 – Solid screen.**

1. Purpose. Provide sight-obscuring screening to separate incompatible land uses. Type 1 landscaping consists of a mix of primarily evergreen trees and shrubs placed to form a continuous screen.
2. Description. Type 1 landscaping shall consist of evergreen trees planted no more than 20 feet on center in a triangular pattern; shrubs and groundcover which will provide a 100 percent sight-obscuring screen within three (3) years from the time of planting; or a combination of approximately 75 percent evergreen and 25 percent deciduous trees (with an allowable five percent (5%) variance), planted no more than 20 feet on center in a triangular pattern. Deciduous trees shall be at least two-inch (2) caliper and evergreen trees shall be at least six (6) feet in height. Shrub and groundcover spacing shall be appropriate for the species type, and consistent with the intent of this section. Shrubs shall be at least 24 inches in height. Turf may constitute no more than

30 percent of groundcover.

B. Type 2 – Visual screen.

1. Purpose. Provide a visual filter to separate higher- and lower-intensity uses. Type 2 landscaping consists of a mix of evergreen and deciduous trees and shrubs spaced to create a filtered screen.
2. Description. Type 2 landscaping shall be a combination of at least 50 percent evergreen and at least 30 percent deciduous trees, planted no more than 25 feet on center in a triangular pattern, interspersed with large shrubs and groundcover. Deciduous trees shall be at least **two-inch (2)** caliper and evergreen trees shall be at least six feet in height. Shrub and groundcover spacing shall be appropriate for the species type, and consistent with the intent of this section. Shrubs shall be at least 24 inches in height. Turf may constitute no more than 30 percent of groundcover.

C. Type 3 – Visual buffer.

1. Purpose. Provide a semi-transparent buffer to partially separate uses and soften the appearance of development projects. Type 3 landscaping consists of a mix of evergreen and/or deciduous trees spaced to create a continuous canopy.
2. Description. Type 3 landscaping shall be at least 70 percent deciduous trees planted no more than 30 feet on center in a triangular pattern and interspersed with shrubs and groundcover. Deciduous trees shall be at least **two-inch (2)** caliper and evergreen trees shall be at least six feet in height. Shrub and groundcover spacing shall be appropriate for the species type, and consistent with the intent of this section. Shrubs shall be at least 24 inches in height. Turf may constitute no more than 30 percent of groundcover.

D. Stream buffer.

1. Purpose. Provide stream buffer functions to enhance in-water and upland habitat. Stream buffer landscaping consists of native species typically found growing on stream banks in the Puget Sound Lowlands.
2. Description. Stream buffer landscaping shall be designed by a Landscape Architect, certified Professional Wetland Scientist, or other qualified professional using a mix of native trees, shrubs, and forbs. Stream buffer landscaping shall meet the following requirements:
 - a. Native trees shall be planted at an average of 12 feet on center and at an overall density of 300 trees per acre. Plants shall be a minimum one-gallon

size at time of planting.

b. Native shrubs shall be planted at average of five feet on center and at an overall density of 1,730 shrubs per acre. Plants shall be a minimum of one-gallon size at time of planting.

c. Native forbs may include a mix of grasses, sedges, rushes, ferns, and other herbaceous plants and shall be planted at an average of 12 inches on center and at an overall density of one plant per square foot. Plants shall be a minimum of 10-inch plugs or four-inch pot size at time of planting.

3. Streambank landscaping shall include planting area preparation for all required planting areas. Planting area preparation includes removal of invasive weed species, decompaction of compacted soils, and introduction of soil amendments including compost and organic fertilizers. Planted areas shall be mulched with a uniform 3" depth of wood chip mulch. Trees and shrubs shall be protected from herbivore and rodent browsing with plant protection tubes.

Section 2. SEVERABILITY. Should any portion of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. EFFECTIVE DATE. This ordinance shall take effect five (5) days after passage and publication.

APPROVED BY A MAJORITY of the Lake Forest Park City Council this [click here to enter day of month.](#) day of [Click here to enter month.](#), 2021.

APPROVED:

Jeff Johnson
Mayor

ATTEST/AUTHENTICATED:

Evelyn Jahed
City Clerk

APPROVED AS TO FORM:

Kim Adams Pratt
City Attorney

Introduced: _____
Adopted: _____
Posted: _____
Published: _____
Effective: _____

ATTACHMENT 5

ORDINANCE NO. 1221

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, CREATING CHAPTER 3.23. LFPMC, MULTIFAMILY RESIDENTIAL PROPERTY TAX EXEMPTION; PROVIDING FOR SEVERABILITY, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Chapter 84.14 RCW authorizes cities to provide for exemptions from ad valorem property taxation on qualified multifamily housing developments located in designated residential target areas, in order to encourage more desirable and convenient residential units in urban centers; and

WHEREAS, the tax incentive provided by Chapter 84.14 RCW encourages increased residential opportunities, including affordable housing opportunities, and will stimulate the construction of new multifamily housing within the residential targeted areas and will benefit and promote public health, safety, and welfare by encouraging residential development and redevelopment of that area of the City; and

WHEREAS, the City desires to establish residential targeted areas within the Town Center zone, Southern Gateway – Corridor zone, RM-900 Residential Multifamily zone, to stimulate new construction of multifamily housing within those areas;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. ADOPTION . The City Council of the City of Lake Forest Park hereby adopts Chapter 3.23 LFPMC, Multifamily Residential Property Tax Exemption, as follows:

CHAPTER 3.23

MULTIFAMILY RESIDENTIAL PROPERTY TAX EXEMPTION

Sections:

- 3.23.010 Purpose
- 3.23.020 Definitions
- 3.23.030 Residential Targeted Area – Criteria –Designation – Recession
- 3.23.040 Tax Exemption for Multi-Family Housing in Residential Targeted Areas Authorized
- 3.23.050 Project Eligibility
- 3.23.060 Application Procedure – Fee
- 3.23.070 Application Review – Issuance of Conditional Certificate – Denial – Appeal
- 3.23.080 Extension of Conditional Certificate
- 3.23.090 Final Certificate – Application – Issuance –Denial – Appeal
- 3.23.100 Annual Certification

3.23.110 Appeals to the Hearing Examiner

3.23.010 Purpose

The purposes of this chapter are:

A. To encourage increased residential opportunities, including affordable housing opportunities, and to stimulate the construction of new multifamily housing within certain zones.

B. To accomplish the planning goals required under the Washington State Growth Management Act, Chapter 36.70A RCW and Countywide Planning Policies as implemented by the City's Comprehensive Plan.

3.23.020 Definitions

As used in this chapter, unless the context or subject matter clearly requires otherwise, the words or phrases defined in this section shall have the indicated meanings:

A. "Administrator" shall mean the City Administrator of the City of Lake Forest Park or his/her designee.

B. "Affordable housing" means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed 30 percent of the household's monthly income.

C. "Affordable unit" means a dwelling unit as defined in the LFPMC that is reserved for occupancy by eligible households and sold or rented at an affordable price or affordable rent.

D. "AMI" means the area median income. For Lake Forest Park, the King County median income is used as the AMI.

E. "Eligible household" means one or more adults and their dependents who, as set forth in the regulatory agreement referenced in section 3.23.070 LFPMC, certify that their household annual income does not exceed the applicable percent of the King County median income, adjusted for household size, and who certify that they meet all of the qualifications for eligibility, including, if applicable, any requirements for recertification on income eligibility.

F. "Household" means a single person, family, or unrelated persons living together.

G. "Household annual income" means the aggregate annual income of all persons over 18 years of age residing in the same household for at least four (4) months.

ATTACHMENT 5

H. "King County median income" means the median income for the Seattle-Bellevue, WA HUD Metro FMR Area as most recently determined by the Secretary of Housing and Urban Development (the "Secretary") under Section 8(f)(3) of the United States Housing Act of 1937, as amended. In the event that HUD no longer publishes median income figures for King County, the city may use or determine such other method as it may choose to determine the King County median income, adjusted for household size.

I. "MFTE" means multifamily housing property tax exemption.

J. "MFTE contract" means the agreement between the property owner and the city regarding the terms and conditions of the project and eligibility for exemption under this chapter.

K. "MFTE covenant" means the agreement that is in a form acceptable to the city attorney that addresses price restrictions, eligible household qualifications, long-term affordability, and any other applicable topics of the affordable housing units as referenced in section 3.23.050 LFPMC.

L. "Multifamily housing" means a building having four or more dwelling units not designed or used as transient accommodations and not including hotels and motels. Multifamily units may result from new construction or rehabilitation or conversion of vacant, underutilized, or substandard buildings to multifamily housing.

M. "Owner" means the property owner of record.

N. "Owner occupied" means a residential unit that is rented for fewer than 30 days per calendar year.

O. "Permanent residential occupancy" means multifamily housing that is either owner occupied or rented for periods of at least one month.

P. "Project" means the multifamily housing or portion of the multifamily housing that is to receive the tax exemption.

Q. "Residential targeted area" means the area within the boundary as designated by LFPMC Section 3.23.030.

3.23.030 Residential Targeted Area — Criteria — Designation — Recession

A. Following notice and public hearing as prescribed in RCW 84.14.040, the city council may designate one or more residential targeted areas, in addition to the areas stated in subsection (D) of this section, upon a finding by the city council in its sole discretion that the residential targeted area meets the following criteria:

1. The residential targeted area is within an urban center as defined by Chapter 84.14 RCW;

ATTACHMENT 5

2. The residential targeted area lacks sufficient available, desirable and convenient residential housing, including affordable housing, to meet the needs of the public who would be likely to live in the urban center if the affordable, desirable, attractive and livable residences were available; and
3. Providing additional housing opportunity in the residential targeted area will assist in achieving one or more of the following purposes:
 - a. Encourage increased residential opportunities within the city; or
 - b. Stimulate the construction of new affordable multifamily housing; or
 - c. Encourage the rehabilitation of existing vacant and underutilized buildings for multifamily housing.

B. In designating a residential targeted area, the city council may also consider other factors, including:

1. Whether additional housing in the residential targeted area will attract and maintain an increase in the number of permanent residents;
2. Whether providing additional housing opportunities for low and moderate income households would meet the needs of citizens likely to live in the area if affordable residences were available;
3. Whether an increased permanent residential population in the residential targeted area will help to achieve the planning goals mandated by the Growth Management Act under Chapter 36.70A RCW, as implemented through the city's comprehensive plan; or
4. Whether encouraging additional housing in the residential targeted area supports plans for significant public investment in public transit or a better jobs and housing balance.

C. At any time, the city council may, by ordinance, in its sole discretion, amend or rescind the designation of a residential targeted area pursuant to the same procedural requirements as set forth in this chapter for original designation.

D. The following zones, as shown in Maps 1 through 4 in this section, meets the criteria of this chapter for residential targeted areas and are designated as such:

Commented [KAP1]: Maps added

ATTACHMENT 5



 Map 1 - Town Center zone targeted area




 Map 2 - Southern Gateway – Corridor zone targeted area

ATTACHMENT 5



 Map 3 - RM-900 Residential Multifamily zone targeted area



 Map 4 - RM-1800 Residential Multifamily zone targeted area

E. If a part of any legal lot is within a residential targeted area as shown in Maps 1 through 4 in this section, then the entire lot shall be deemed to lie within such residential targeted area.

3.23.040 Tax Exemption for Multifamily Housing in Residential Targeted Areas Authorized

ATTACHMENT 5

A. Duration and affordability requirements. The value of improvements qualifying under this chapter will be exempt from ad valorem property taxation. For 8 or 12 successive years beginning January 1 of the year immediately following the calendar year of issuance of the certificate of tax exemption where at least the required minimum number of units are affordable units offered for rent or sale as follows:

1. In the Town Center zone residential targeted area:

Length of exemption	Number of units	Affordability level
8 years	First 10%	80% AMI
12 years	First 10%	80% AMI
	Second 10%	60% AMI

2. In the Southern Gateway – Corridor zone residential targeted area:

Length of exemption	Number of units	Affordability level
8 years	First 10%	80% AMI
12 years	First 10%	80% AMI
	Second 10%	60% AMI

3. In the RM-900 Residential Multifamily zone residential targeted area:

Length of exemption	Number of units	Affordability level
8 years	First 10%	80% AMI
12 years	First 10%	80% AMI
	Second 10%	60% AMI

4. In the RM-1800 Residential Multifamily zone residential targeted area:

Length of exemption	Number of units	Affordability level
8 years	First 10%	80% AMI
12 years	First 10%	80% AMI
	Second 10%	60% AMI

B. Limits of Exemption.

1. The property tax exemption does not apply to the value of land or to the value of non-housing-related improvements not qualifying under RCW 84.14.
2. This chapter does not apply to increases in assessed valuation made by the assessor on non-qualifying portions of building and value of land, nor to increases made by lawful order of the King County Board of Equalization, the Department

ATTACHMENT 5

of Revenue, or King County, to a class of property throughout the county or specific area of the county to achieve uniformity of assessment of appraisal required by law.

3. The property tax exemption only applies to the value of improvements used for permanent residential occupancy.

3.23.050 Project Eligibility

A. To be eligible for exemption from property taxation under this chapter, the residential units must satisfy all of the following criteria:

1. The affordable units must be located in the residential targeted area.
2. The affordable units must be within a residential or mixed-use structure containing at least four dwelling units, in which at least 50 percent of the space must provide for permanent residential occupancy.
3. The affordable units shall be intermingled with all other dwelling units in the structure.
4. The type of ownership of the affordable units shall be the same as the type of ownership of the rest of the housing units in the structure.
5. The affordable units shall consist of a range of number of bedrooms that are comparable to units in the overall structure.
6. The size of affordable units, shall not be more than 10 percent smaller than the comparable dwelling units in the development, based on number of bedrooms, or less than 500 square feet for 1-bedroom unit, 700 square feet for a 2-bedroom unit, or 900 square feet for a 3-bedroom unit.
7. The affordable units shall be available for occupancy in the time frame comparable to the availability of the rest of the dwelling units in the structure.
8. The exterior design and the interior finish and quality of the affordable units must be compatible and comparable with the rest of the dwelling units in the structure.
9. The affordable units must be designed and used for permanent residential occupancy.
10. Each affordable unit must have its own private bathroom and private kitchen. Residential projects that utilize common kitchens and/or common bathrooms are not eligible.
11. The affordable units must be constructed and receive a certificate of occupancy

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ATTACHMENT 5

after this ordinance takes effect.

12. The affordable units must be completed within three (3) years from the date of issuance of the conditional certificate of acceptance of tax exemption by the city, or within authorized extension of this time limit.
13. If the percentage of affordable units required is a fraction, then the number of required affordable units shall be rounded up to the next whole number (unit) if the fraction of the whole number is at least 0.50.
14. Prior to issuing a certificate of occupancy, a MFTE covenant in a form acceptable to the city attorney that addresses price restrictions, eligible household qualifications, and other applicable topics shall be recorded with the King County Recorder's Office. This MFTE covenant shall be a covenant running with the land and shall be binding on the assigns, heirs, and successors of the owner. Affordable units that are provided under this chapter shall remain affordable from the date of initial occupancy through the life of the project, which ends when the structure including the multifamily project is no longer in use.

3.23.060 Application Procedure — Fee

A. The owner of property applying for exemption under this chapter shall submit an application to the Administrator, on a form established by the Administrator. The owner shall verify the contents of the application by oath or affirmation. The application shall contain the following information:

1. A brief written description of the project, including phasing if applicable, that states which units are proposed for the exemption and whether the request is for 8 or 12 years.
2. Preliminary schematic site and floor plans of the multifamily units and the structure(s) in which they are proposed to be located.
3. A table of all units in the project listing unit number, square footage, unit type (studio, one bedroom, etc.), and indicating those proposed for the exemption.
4. If applicable, information describing how the applicant will comply with the affordability requirements in LFPMC Sections 3.23.040 and 3.23.050.
5. A statement from the owner acknowledging the potential tax liability when the property ceases to be eligible for exemption under this chapter.
6. Any other information deemed necessary or useful by the Administrator.

B. At the time of application under this section, the applicant shall pay to the city an initial application fee established by resolution. If the application is denied, the city may retain

ATTACHMENT 5

that portion of the application fee attributable to its own administrative costs and refund the balance to the applicant.

C. The complete application shall be submitted any time before, but no later than, the date the certificate of occupancy is issued under Title 15 of the Lake Forest Park Municipal Code.

3.23.070 Application Review — Issuance of Conditional Certificate — Denial — Appeal

A. The Administrator shall approve or deny an application under this chapter within 90 days of receipt of the complete application. The Administrator shall use the criteria listed in LFPMC Chapter 3.23 and Chapter 84.14 RCW to review the proposed application. If the application is approved, the owner shall enter into a MFTE contract with the city regarding the terms and conditions of the project and eligibility for exemption under this chapter. The Mayor shall be the authorized signatory to enter into the contract on behalf of the city. Following execution of the MFTE contract, the Administrator shall issue a conditional certificate of acceptance of tax exemption. The certificate must contain a statement by the Administrator that the property has complied with the required finding indicated in RCW 84.14.060. The conditional certificate shall expire three (3) years from the date of approval unless an extension is granted as provided in this chapter.

B. If the application is denied, the Administrator shall issue a Notice of Denial stating in writing the reasons for the denial and send the Notice of Denial to the applicant's last known address within 10 days of the denial.

C. An applicant may appeal the Administrator's notice of denial of the application in accordance with section 3.23.110 LFPMC.

3.23.080 Extension of Conditional Certificate

A. The conditional certificate may be extended by the Administrator for a period not to exceed 24 consecutive months. The applicant shall submit a written request stating the grounds for the extension, together with a fee as established by ordinance or resolution. The Administrator may grant an extension if the Administrator determines that:

1. The anticipated failure to complete construction or rehabilitation within the required time period is due to circumstances beyond the control of the owner;
2. The owner has been acting and could reasonably be expected to continue to act in good faith and with due diligence; and
3. All the conditions of the original contract between the owner and the city will be satisfied upon completion of the project.

3.23.090 Final Certificate — Application — Issuance — Denial — Appeal

ATTACHMENT 5

A. After completion of construction as provided in the MFTE contract between the owner and the city, after issuance of a certificate of occupancy and prior to expiration of the conditional certificate of exemption, the applicant may request a final certificate of tax exemption. The applicant shall file with the Administrator such information as the Administrator may deem necessary or useful to evaluate eligibility for the final certificate, and shall include:

1. A statement of expenditures made with respect to each multifamily housing unit, including phasing if applicable, and the total expenditures made with respect to the entire property.
2. A description of the completed work and a statement of qualification for the exemption.
3. A statement that the work was completed within the required three (3) year period or any approved extension.
4. If applicable, information on the applicant's compliance with the affordability requirements in LFPMC Sections 3.23.040 and 3.23.050.

B. Within 30 days of receipt of all materials required for a final certificate, the Administrator shall determine whether the completed work is consistent with the application and MFTE contract and is qualified for limited exemption under Chapter 84.14 RCW, and which specific improvements completed meet the requirements of this chapter and the required findings of RCW 84.14.060.

C. If the Administrator determines that the project has been completed in accordance with LFPMC Section 3.23.090(A), the city shall file a final certificate of tax exemption with the assessor within 10 days of the expiration of the 30-day period provided under LFPMC Section 3.23.090(B).

D. The Administrator shall have recorded, or to require the applicant or owner to record, the King County Recorder's Office, the MFTE contract and such other document(s) as will identify such terms and conditions of eligibility for exemption under this chapter as the Administrator deems appropriate for recording, including requirements under this chapter relating to affordability of units.

E. The Administrator shall notify the applicant in writing that the city will not file a final certificate if the Administrator determines that the project was not completed within the required three (3) year period or any approved extension, or was not completed in accordance with LFPMC Section 3.23.090(B); or if the Administrator determines that the owner's property is not otherwise qualified under this chapter or if the owner and the Administrator cannot agree on the allocation of the value of the improvements allocated to the exempt portion of rehabilitation improvements, new construction and multi-use new construction.

ATTACHMENT 5

F. The applicant may appeal the city's decision to not file a final certificate of tax exemption to the city's hearing examiner within 30 days of issuance of the Administrator's notice as outlined in LFPMC Section 3.23.110.

3.23.100 Annual Certification

A. A residential unit or units that receive a tax exemption under this chapter shall continue to comply with the contract and the requirements of this chapter in order to retain its property tax exemption.

B. Within 30 days after the first anniversary of the date the city filed the final certificate of tax exemption and each year for the tax exemption period, the property owner shall file a certification with the Administrator, verified upon oath or affirmation, which shall contain such information as the Administrator may deem necessary or useful, and shall include the following information:

1. A statement of occupancy and vacancy of the multifamily units during the previous year.
2. A certification that the property has not changed use since the date of filing of the final certificate of tax exemption and continues to be in compliance with the contract with the city and the requirements of this chapter.
3. A description of any improvements or changes to the property made after the filing of the final certificate or last declaration, as applicable.
4. If applicable, information demonstrating the owner's compliance with the affordability requirements of LFPMC Sections 3.23.040 and 3.23.050, including:
 - a. The total monthly rent or total sale amount of each unit; and
 - b. The income of each renter household at the time of initial occupancy and the income of each initial purchaser of owner-occupied units at the time of purchase for each of the units receiving a tax exemption.
5. The value of the tax exemption for the project.
6. Any additional information requested by the city in regard to the units receiving a tax exemption (pursuant to meeting any reporting requirements under Chapter 84.14 RCW).

C. Failure to submit the annual declaration may result in cancellation of the tax exemption pursuant to this section.

D. For the duration of the exemption granted under this chapter, the property shall have no violation of applicable zoning requirements, land use regulations, building codes, fire

ATTACHMENT 5

codes, and housing codes contained in the Lake Forest Park Municipal Code for which the designated city department shall have issued a Notice and Order and that is not resolved within the time period for compliance provided in such Notice and Order.

E. For owner-occupied affordable units, in addition to any other requirements in this chapter, the affordable owner-occupied units must continue to meet the income eligibility requirements of LFPMC Section 3.23.040. In the event of a sale of an affordable owner-occupied unit to a household other than an eligible household, or at a price greater than prescribed in the contract referenced in LFPMC Section 3.23.070, the property tax exemption for that affordable owner-occupied unit shall be canceled pursuant to this section.

F. For property with renter-occupied dwelling units, in addition to any other requirements in this chapter, the affordable renter-occupied units must continue to meet the income eligibility requirements of LFPMC Section 3.23.040. In the event of a rental of an affordable renter-occupied unit to a household other than an eligible household, or at a rent greater than prescribed in the contract referenced in LFPMC Section 3.23.040, the property tax exemption for the property shall be canceled pursuant to this section.

G. If the owner converts the multifamily housing to another use, the owner shall notify the Administrator and the county assessor within 60 days of the change in use. Upon such change in use, the tax exemption shall be canceled pursuant to this section.

H. The Administrator shall cancel the tax exemption for any property or individual unit that no longer complies with the terms of the contract or with the requirements of this chapter. Upon cancellation, additional taxes, interest and penalties shall be imposed pursuant to state law. Upon determining that a tax exemption shall be canceled, the Administrator shall notify the property owner by certified mail, return receipt requested. The property owner may appeal the determination by filing a notice of appeal within 30 days of the date of notice of cancellation, specifying the factual and legal basis for the appeal. The appeal shall be heard by the hearing examiner pursuant to LFPMC Section 3.23.110.

3.23.110 Appeals to the Hearing Examiner

A. The city's hearing examiner is provided jurisdiction to hear appeals of the decisions of the Administrator to deny issuance of a final certificate of tax exemption or cancel tax exempt status. All appeals shall be closed record and based on the information provided to the Administrator when the administrative decision was made.

B. The hearing examiner's procedures, as adopted by city council resolution, shall apply to hearings under this chapter to the extent they are consistent with the requirements of this chapter and Chapter 84.14 RCW. The hearing examiner shall give substantial weight to the Administrator's decision and the burden of proof shall be on the appellant. The decision of the hearing examiner constitutes the final decision of the city. An aggrieved party may appeal the decision to Superior Court under RCW 34.05.510 through

ATTACHMENT 5

34.05.598 if the appeal is properly filed within 30 days of the date of the notification by the city to the appellant of that decision.

Section 2. SEVERABILITY. Should any portion of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. EFFECTIVE DATE. This ordinance shall take effect five (5) days after passage and publication.

APPROVED BY A MAJORITY of the Lake Forest Park City Council this [click here](#) to enter day of month. day of [Click here to enter month.](#), 2021.

APPROVED:

Jeff Johnson
Mayor

ATTEST/AUTHENTICATED:

Evelyn Jahed
City Clerk

APPROVED AS TO FORM:

Kim Adams Pratt
City Attorney

Introduced: _____
Adopted: _____
Posted: _____
Published: _____
Effective: _____

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

Table of Contents

1	Introduction
2	The Vision for Town Center
3	Town Center Context
4	Purpose of the Framework Guidelines
5	Framework Design Guidelines
6	5.1 Town Center Character and Site Planning
7	5.2 Pedestrian Oriented Design, Pedestrian Amenities, and Places for People
8	5.3 Architectural Design Quality and Building Details
9	5.4 Freestanding Parking Structure Design
10	5.5 Guidelines Applicable with Development Agreement and Mixed Use Bonus
11	Provisions

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.

Commented [MR1]: NOTE: New text revisions added based on the 2/22/2021 COW Meeting are shown highlighted in yellow. ALSO PLEASE NOTE that references to images in Figures will be revised to fit final numbering of images in the final layout of this document. (When some of the images are deleted, the references will be renumbered and referenced.)

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

2 The Vision for Town Center

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

In 2004, the community went through a process to establish the current Town Center subarea plan and code. In 2016, the voters of the Puget Sound area enacted ST3, which is a Sound Transit funding initiative that will bring bus rapid transit, bus only lanes and a park and ride to Lake Forest Park. This anticipated development sparked a community effort to establish or update creek/culvert, parks, streets, highways, and subarea plans for the broader Town Center area. In 2017 through 2019, the City engaged its citizenry in stakeholder interviews, a community task force recommendation, council deliberations and direct community input to guide the development of this Vision. All of that input refined previous community efforts that described a town center as human scale and providing space to live, shop, work, gather, connect, and engage - always with stewardship as a core value. The region has validated our community's sense of center with its mobility investments and commitments in both roadways and permanent transit systems. This regional recognition and commitment, while validating, comes with the challenge and constant pressures of regional efficiency over community values.

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

We are committed to a belief that the State Routes that trifurcate our community and bind two of three sides of our Town Center will not define this area as a pass-through community. We further believe that all forms of transit are significant (and growing) ways that the people of Lake Forest Park connect with the region around us. Complementing these trips and the

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

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.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

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.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

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

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

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

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

TOWN CENTER CHARACTER

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

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

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

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

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

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

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

parcels within the TC zone, any redevelopment proposal will be reviewed within the spirit and intent of the Framework Design Guidelines.



Figure 5.1 Town Center Context and Properties

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021



Figure 5.2 Aerial Map Showing Current Conditions at the Town Center

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

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 through the mixed use bonus provisions, 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.

Applicability and Administration

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

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

Bonus Incentives

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

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

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

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

Statements of Intent and Provisions

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

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

The terms used in the guidelines indicate whether provisions are required ~~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 to meet the intent of the guideline. 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.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

5 Framework Design Guidelines

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

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

5.1 Town Center Character and Site Planning

5.1.1 “Village in a Forest” Character and Pacific Northwest Design Elements

Intent:

The Town Center is surrounded by forested neighborhoods on sloping terrain with mature trees and a strong sense of connection to Lake Washington. These qualities are emblematic of the community’s name, Lake Forest Park. Architectural design quality is an important factor in the character of Town Center, as well as the character of the Lake Forest Park community overall. Town Center is the heart of the Lake Forest Park community, and as such, it is desirable for architectural design and the aesthetics of buildings and structures to be a source of pride for residents and blend well the Lake Forest Park setting. The Lake Forest Park community is interested in a design style and aesthetic for buildings and site improvements that is emblematic of high-quality Pacific Northwest design and architecture and that creates the sense of a “Village in the Forest.” [Refer to Figure 5.3.](#)

Pacific Northwest design incorporates elements of the rustic, craftsman, and Cascadian styles, as well as elements inherent to Japanese architecture, such as strong interrelationships to the surrounding site and environment. It is sometimes known as Northwest Modern or a regional variant of the International style. Pacific Northwest design often responds to and takes advantage of the climate. This may include providing overhanging roof lines and awnings for weather protection and leveraging access to natural light and solar energy with south facing windows. Buildings may be built into topography and designed to blend within the setting; architecture may appear to rise from the landscape. Design may represent the state of the practice in sustainability and green building, emphasizing energy efficiency, water conservation, and other eco-friendly elements. [Refer to Figures 5.11, 5.14, 5.15, 5.22, 5.69.](#)

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

Provisions:

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

- a. Strong interrelationship with the surrounding site and environment with direct points of access and visual connections between indoor spaces and outdoor spaces. Floor plans should be more open from one area to another with indoor and outdoor spaces that are more flexible and informal and less rigid and formal. There is a direct interaction between indoors and outdoors with a focus on “bringing the outdoors in” and indoor spaces that can spill outside with large movable or roll up doors open to patios and seating areas. Outdoor spaces (gardens, terraces, patios, decks, outdoor cafes) are an extension of indoor spaces, designed to be comfortable and inviting. Refer to Figures 5.6, 5.8, 5.9, 5.18, 5.45, 5.46, 5.50, 5.52.
- b. Buildings that are well integrated with the site and landscaping, oriented to capture views of forests/groves of trees and natural features (Lake Washington, Mount Rainier, Lyon Creek, territorial views of Puget Sound forested lowlands, and immediate views of the outdoors). Design and the openness of facades accentuates and frames views of the outdoors and unique natural elements. See Figures 5.3, 5.5, 5.10, 5.16, 5.47.
- c. Strategic placement and use of windows and glazing for access to natural light (bringing light deeper into the building) and to reinforce the relationship between indoors and outdoors. This may include large windows that extend the full length of walls (floor to ceiling transparency) along signature spaces and placement of windows and use of light shelves and skylights to optimize the relationship with natural light from different angles and to provide visual connections with the outdoors. Refer to Figures 5.8, 5.18, 5.50, 5.52, 5.55, 5.63.
- d. Extensive use of timber/wood (left in natural color/non-painted) as a predominant architectural material (exterior and interior); wood (or high-quality wood composite) is often used as a predominant siding material. Cedar and fir are commonly used, along with other wood native to the Pacific Northwest. See Figures 5.5, 5.7, 5.12, 5.14, 5.19.
- e. Exposed timber/wood structural elements, including visible post and beam construction and other details; in modern buildings, the use of emerging products such as mass timber (including cross-laminated timber), as well as the use of -and- steel combined in the structural detailing is common. See Figures 5.7, 5.14, 5.19, 5.45, 5.47, 5.52, and the collage of images in Figures 5.69 and 5.83.
- f. Metal and steel (such as exposed steel beams), finished in different ways—galvanized, weathered, or painted in dark tones and neutral or earth tone colors is used as an accent. Refer to Figures 5.25, 5.42, 5.45, and 5.68.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

- g. Exaggerated overhangs and architectural treatments that provide weather protection, such as wide overhanging eaves, roof extensions, and structural awnings (steel, wood, glass). [Refer to Figures 5.14, 5.45, 5.57, 5.58, 5.67, 5.68, 5.69.](#)
- h. Traditional forms often include gabled and sloped/pitched roof elements with pronounced eaves, while more modern forms often include more gently sloping or shed roof lines, as well as clean lines, right angles, horizontal emphasis, and other elements of pronounced geometry in the architecture. Roof lines may be symmetrical or asymmetrical and/or designed as signature architectural features. [See Figures 5.7, 5.12, 5.16, 5.17, 5.39, 5.104, 5.105, and 5.107.](#)
- i. Integration of other natural and regionally available materials, such as rock and stone, providing a mix of textures [for exteriors and interiors](#); while natural stone is preferred, engineered or cultured stone may be used as long as the quality, color, and selection are representative of natural stone. [Refer to Figures 5.7, 5.47, 5.48, 5.61, 5.62, and 5.69.](#)
- j. Exposed concrete foundations and accent walls at the base of structures, which may be board-formed, exposed aggregate, or have other distinctive finish treatments (on visible sides of the buildings). [See Figures 5.67 and 5.69.](#)
- k. The color palette is complementary to the natural environment, such as neutral or earth tones that blend buildings into the surrounding landscape and integrate well with wood of the buildings and surrounding trees. Sometimes accent colors are used to emphasize articulation and other architectural features. Finishes may draw from colors and textures found in Pacific Northwest natural settings—forests, waters, mountains.
- l. Distinctive and unique architectural elements may include rustic Cascadian and craftsman elements, curved roof elements/overhangs, juxtaposing or butterfly roof lines, Native American art from tribes of the Pacific Northwest, and other types of integrated art features. Japanese design influences may inspire interactions between indoor and outdoor spaces. [Design creativity is strongly encouraged. Refer to Figures 5.13, 5.19, 5.25, 5.47, 5.50, 5.58.](#)
- m. Accent lighting, architectural lighting, and site lighting that enhances the experience of place and draws attention to or highlights the quality, elements, and materials of the building architecture, landscaping, and other features, while minimizing light pollution across the site. [See Figures 5.14, 5.19, 5.23.](#)
- n. Best practices in sustainability, including reused, recycled, salvaged, repurposed, and local materials and water and energy efficient systems; on-site energy generation are prevalent (solar panels, solar shingles, etc.). These practices can also include green stormwater infrastructure and low impact development, preservation of large trees in design, and generous plantings of trees and landscaping with new site development. Buildings may include green roofs, which conserve energy and soak up stormwater runoff on site. Water conservation through native and drought tolerant landscaping and capturing roof water runoff in cisterns for later use are also practices that address this

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

provision. See Figures 5.10, 5.11, 5.15, 5.21, 5.22 (salvaged and repurposed materials), 5.36, 5.77.

- o. With multiple buildings as part of a master site development, architectural design styles, colors, and materials are cohesive across the entire project, and while there may be differences in various types of buildings, there are elements of continuity to that help the development feel cohesive and unified, in a village-like character. See Figures 5.3, 5.11, 5.20, 5.24, 5.27 and 5.28.

<call out box:> “Village in a Forest”

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

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

5.1.2 Site Master Planning and Land Use Emphasis Areas ~~in Site Master Planning and Related Requirements~~

Intent:

In consideration of surrounding land uses, residential is best located on the northern portion of the site. Commercial is more appropriate in the southern portion of the site with its proximity to Bothell Way and the eastern portion of the site most suited for civic or public facility use due to the location of City Hall. Refer to Figure 5.1-X26.

Provisions:

- a. With Major Town Center Design Review applications ~~that trigger the requirement for a Development Agreement, the applicant shall submit a site master plan site master planning~~ for the proposed project, which includes proposed phasing as well as the heights of buildings proposed, quantity of parking (structured and surface), size and character of common and public open spaces, square footages of land uses, and

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

number of residential units per phase shall demonstrate compliance with the land use emphasis areas shown in Figure 5.1.X.

- b. Site master planning shall 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. The applicant shall submit a site master plan that aligns with the demonstrate compliance with the land use emphasis areas shown in Figure 5.261.X or provide compelling reasons for varying from them.



Figure 5.26 Land Use Emphasis Areas
Figure 5.1.X Land Use Emphasis Areas

5.1.3 Orientation of Buildings and Site Spaces to Views and View Corridors

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

Intent:

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

Provisions:

- a. The design ~~shall~~ should preserve and enhance views of surrounding and groves of trees, Lake Washington, Lyon Creek, and Mount Rainier ~~(where possible)~~ through site planning and the design and orientation of buildings and spaces. Refer to Figures 5.3, 5.10, 5.17, 5.24.
- b. The design shall consider the vistas and vantage points from public spaces when designing sites, buildings, and streetscapes, and from the pedestrian vantage point. Design shall consider how buildings would look from vantage points within the site and around the perimeter and provide architectural treatments and screening to ensure that service areas do not detract from these views. Views to and from public spaces should be enhanced and framed. The integration and through strategic placement of trees and landscaping. These visual relationships shall be shown in the site master plan submitted with the application. See Figures 5.3, 5.13, 5.18, 5.24, 5.32.
- c. The design shall provide visual continuity and visual connections across the site in order to enhance wayfinding and pedestrian connectivity. Pedestrians walking across the Town Center should be able to see from one major destination to another. Layout of buildings and site elements shall create axial relationships across the site, with pedestrian pathways that connect to visible features and landmarks. Refer to Figures 5.10, 5.17, 5.24, 5.33.
- d. The site design shall prioritize creating multiple locations where private residents as well as customers, employees, and visitors can enjoy views of Lake Washington, Mount Rainier, the forested surroundings, interior groves of trees, and Lyon Creek. See Figures 5.8, 5.18, 5.24, 5.32, 5.69, 5.106, 5.108, and 5.109.
- e. Open views of City Hall from the main entrance at SR 522 shall be maintained and enhanced as part of redevelopment.

5.1.4 Creating a Stronger Sense of Green at Town Center

Intent:

Open space, groves of trees, and landscaping reduce the visual presence of surface parking at Town Center and helps to screen and buffer the impacts of development on surrounding

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

neighborhoods and properties. The community has clearly expressed its desire that Town Center should have more of an emphasis of “green” (landscape) than “gray” (pavement) when redeveloped. Open space, trees, and landscaping also enhance the character and visual quality of the Town Center and blend with the surrounding forested neighborhoods. The community is strongly committed to maintaining a healthy tree canopy and desires that Town Center character is representative of a “Village in the Forest” aesthetic and transitions well with the forested surroundings.

Provisions:

- a. Redevelopment plans shall include landscaping, open space areas, groves of trees (including native evergreens), and street trees that visually predominate over surface parking areas. See Figures 5.10, 5.11, 5.17, 5.24, 5.34, 5.36, 5.47, 5.57.
- b. Existing mature trees shall be preserved to the maximum extent possible and native plantings and habitat conditions within the Lyon Creek buffer shall be enhanced.

5.1.5 Solar Access Considerations in Site Planning and Design

Intent:

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

Provisions

- a. Each application for Major Town Center Review shall include a specific solar access/shade analysis at the time of application for each phase of development. The analysis shall include modelling that provides graphic representation showing the shadows that would be cast by the proposed structure(s) on the following dates of the year: June 21, September 21, December 21, and March 21. Models shall depict shadow conditions at 10:00 am, noon, 2:00 pm, 4:00 pm, and 6:00 pm for those dates.
- b. The analysis shall show that solar access is available/present in the majority (51 percent or more) of publicly accessible open space areas on the Town Center site in the June 21 and September 21 models during the hours from 10:00 am to 6:00 pm.
- c. Unavoidable temporary obstructions of solar access necessitated by construction activities (cranes, etc.), new trees and existing significant trees (as defined by LFPMC), or other necessary and lawful purposes/elements are exempt from these provisions to the extent that they do not exceed a period of six months.

Figures 5.2, 5.10, 5.33, 5.34, and 5.36 show how public spaces and open spaces can benefit from solar access, which can be accomplished through careful design while also preserving

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

existing trees and adding new trees and landscaping with projects.

5.1.6 Providing Dedicated Space for the Farmers Market/Public Market Functions

Intent:

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

Provisions:

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

- (1) In the case of potential permanent relocation, shall demonstrate that there are suitable alternatives at Town Center for the Farmers/Public Market.
- (2) In the case of temporary impacts to the Farmers/Public Market location or access during construction, provide a suitable temporary relocation and safe means for parking and access to the market.

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

- c. Design shall include pedestrian amenities such as benches, seating, trash receptacles in proximity to the Farmers/Public Market space and shall incorporate access to electricity and water for food vendor trucks, carts, and tents. Refer to Figures 5.34, 5.36, 5.57.

- d. With redevelopment, the design should address potential opportunities to utilize portions of building overhangs and structured parking areas adjacent to the dedicated Farmers/Public Market space to serve as covered outdoor market space. See Figures 5.52, 5.57, and 5.58.

5.1.7 Enhance the Lyon Creek Corridor as a Focal Public Open Space at Town Center

Intent:

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

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

Provisions:

- a. Site design should enhance public visibility of and interaction with the Lyon Creek corridor, while continuing to protect environmental functions. For example, adjacent outdoor café spaces and gathering areas could be oriented so that they have a view toward the creek. [See Figures 5.6, 5.10, 5.13, 5.17, 5.33.](#)
- b. The design should include an expanded access to Lyon Creek through the addition of boardwalk areas and/or nature paths with overlooks along the creek corridor, along with interpretive displays that provide public education about the creek's function and values. [See Figure 5.32.](#)

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

Intent:

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

Provisions:

- a. The design shall prioritize non-motorized circulation near pedestrian and bicycle crossings of SR 522 through the use of special features such as colored paving treatments and refuge islands, in addition to required signing and accessibility features.
- b. The design shall consider opportunities in site planning and design to create more direct, efficient, and safe connections to all street crossings that provide a route of access to the Burke-Gilman Trail and City parks [while not reducing pedestrian safety at existing crosswalk locations.](#)
- c. The design should include an analysis of business parking areas that would be appropriate for the public to use to access the trail during off-peak hours.

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

5.1.9 On-Site Solid Waste, Recycling, and Compost Facilities and Enclosures

Intent:

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

Provisions:

- a. Storage spaces for solid waste, recycling, and compost shall be located under and within a covered area for weather protection. The design of the covered area shall be complementary to surrounding architecture and site design elements with materials that are consistent with those used in the primary buildings of the project. [Refer to Figure 5.37.](#)
- b. Storage spaces for solid waste, recycling, and compost shall be enclosed and screened around their perimeter by durable walls or fencing and gates at least eight (8) feet high, with materials, colors, and detailing consistent with or complementary to the primary buildings of the project. Acceptable materials for the walls include brick, concrete block, or stone, with wood opaque gates. [See Figure 5.37.](#)
- c. Covered, outdoor storage areas shall be sited adjacent to the drives and alley ways used by service providers, while also being located to minimize adverse visual, olfactory, auditory, and physical impacts to surrounding residences and businesses. Designers shall coordinate with service providers early in the design process to confirm siting requirements and how to design enclosures to fit available sizes and required quantities of containers/bins/dumpsters. The provision of compactors should be considered to reduce the overall quantity of refuse and storage space required.
- d. Collection points shall be located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic and does not require a hauling truck to project into any public right-of-way or regularly used vehicle, pedestrian, or bicycle access ways.
- e. Customers shall have access to weather-proof containers/bins/dumpsters with closing lids (as offered by service providers) within the covered and enclosed storage areas.

5.1.10 On-Site Service Areas and Utilities—Screening and Enclosures

Intent:

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

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

to roof-mounted equipment, see 5.3.8.

Provisions:

- a. Project designers shall coordinate with applicable service providers early in the design process to determine the best approach in meeting their access and service requirements.
- b. All on-site utility lines must-shall be located underground.
- c. Outdoor above grade, ground-mounted utility boxes, meters, mechanical equipment, electrical conduit, and other service and utilities apparatus shall be located to minimize their visibility to the public and so they are not visible from adjoining properties. Such equipment shall not be located on the front of buildings or facades facing public areas. If such elements are mounted in a location from a public space, they shall be screened with vegetation or by architectural features.
- d. Service areas shall be located and designed to avoid negative visual, auditory (noise), olfactory, or physical impacts to surrounding residences and businesses, as well as adjacent residentially zoned properties. The City may require that the applicant demonstrate that such elements will not significantly impact neighboring properties or public areas.
- e. Exterior loading areas and service vehicle drives (e.g., for delivery and service trucks) shall not be located within 80 feet of a single family residentially zoned property. Loading.
- f. Exterior loading and service areas should not be visible from the regularly used public and private gathering spaces, sidewalks, and adjacent residential properties. Where the City finds that the only option for locating a service area is either visible from a public space or an adjacent residential property, the area must be screened with opaque landscape, walls, or fencing a minimum of eight (8) feet in height.
- g. Design of structural screens and walls shall use materials and detailing consistent with primary structures on-site. Acceptable materials for walls include brick, concrete block, or stone, with wood opaque gates. Opaque, finished cedar fencing may be used as an alternative to a wall. Structural screens and walls shall be finished and painted to match the architectural character of the proposed development. Cyclone and chain link types of fencing are prohibited.
- ~~h.a. All buildings shall include screening for rooftop mechanical and other related technical equipment/materials, designed in an integrated, coherent manner consistent with the composition below them.~~
- ~~i.a. Roof-mounted mechanical equipment and communication devices shall be located and screened so the equipment is not visible from ground level public spaces or adjacent properties within 20 feet of the structure. The design of the screening shall match the color of roof-mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.~~

Commented [SB2]: Moved to 5.3.8

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

5.1.13 Wayfinding

Intent:

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

Provisions:

- a. The design shall create axial relationships across the site, with pedestrian pathways that connect to visible features and landmarks. Wayfinding elements shall be designed to help people navigate across the site between outdoor gathering spaces, building entrances, and other key destinations and open space areas across Town Center. Refer to the collage of images in Figure 5.38. Designers should be mindful of enhancing wayfinding through strategic placement of elements while also avoiding visual clutter with too many wayfinding elements and signs.
- b. The design should provide views from one place to another across the site, oriented to human scale, to help people make visual connections—visual continuity and visual connections across the site. Pedestrians walking across the Town Center should be able to see from one major destination to another, as this will enhance wayfinding and pedestrian connectivity. Wayfinding elements and signing should be designed to reinforce these visual relations and to help Town Center look and feel as if it is one place with visual continuity and connectivity throughout.
- c. Wayfinding elements shall contribute positively to a positive retail and pedestrian environment and reinforce a sense of place. Wayfinding signs and elements should be visible and relatable to human scale but should not overwhelm the site or building architecture or create visual clutter. Wayfinding installations (columns, signs, spires, sculptures, etc.) should be designed represent a particular style or theme representative of the history and cultural values of Lake Forest Park and complementary to Pacific Northwest style with attractive architectural and art elements and detailing.
- d. The design should include pedestrian-scale signs along building frontages that are oriented to the pedestrian and highly visible from the sidewalk, while ensuring they comply with vertical clearance and other building code requirements.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

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

5.2.1 Pedestrian-Oriented Site Design and Pedestrian and Bicycle Connectivity

Intent:

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

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

Provisions:

- a. Design and implementation of each phase of redevelopment and new development at Town Center shall consider pedestrians' needs at every stage. This includes designing buildings and streets oriented to pedestrians and to pedestrian scale, providing continuous and direct sidewalks, installing pedestrian crossing devices, lighting pedestrian ways, providing signing and wayfinding, and other improvements. [Refer to Figures 5.4, 5.28, 5.29, 5.30, 5.31, 5.33.](#)
- b. Safe and convenient pedestrian circulation shall be designed to accommodate everyone, with Universal Design best practices followed throughout all stages of planning and design. Design shall ensure that walking routes are convenient, direct, and free of barriers. This applies to pedestrian access onto the site from adjacent streets and continuous pedestrian access within and across the site in all directions.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

- c. Pedestrian access routes shall be designed for convenient access to buildings and building entries, as well as direct access between parking and buildings and other important destinations across Town Center. Pedestrian access routes shall be clearly delineated through parking areas so that the pedestrian access way highly visible as a separate space from motor vehicle travel areas. Crosswalk markings shall be provided across motor vehicle access ways.
- d. All phases of development shall provide direct pedestrian access publicly used areas at Town Center, such as parks, City Hall, commuter parking structure, and other public places.
- e. Pedestrian access routes shall be provided across the full length and width of the Town Center and convenient intervals across the site. The desirable maximum spacing between pedestrian access routes on the site is maximum 350 feet to facilitate good pedestrian connectivity in either direction across the site (northerly to southerly and westerly to easterly). These connection patterns need not be in the form of a grid. For example, if buildings exceed the interval dimension of 350 feet required for pedestrian connectivity, an open, inviting public pedestrian way can be provided through the building to enhance site connectivity in the form of a breezeway/atrium space, market hall, or other type of enclosed space that is inviting to pedestrians.
- f. Pedestrian routes should be easy to use and pleasant to stroll on to encourage walking. Sidewalks should be continuous, avoiding interruptions (vehicle curb cuts, changes in direction or grade, etc.). The portion of the sidewalk dedicated to walking should be free of barriers (wall protrusions, utility poles, newspaper boxes, cafe tables and chairs, permanent planters, tree grates or other obstructions and clutter). [See Figures 5.29 and 5.33.](#)
- g. For phases of development with multiple buildings, the design shall provide pedestrian circulation between all buildings.
- h. Sidewalks along Bothell Way and Ballinger Way and within the interior of Town Center shall be a minimum of 8 feet wide, but wider where fronting shops, restaurants, and active uses—a minimum width of 14 feet is highly desirable for these areas. [See Figure 5.29 and 5.33.](#) Shared use paths designed to accommodate pedestrian and bicycle use shall be a minimum of 12 feet wide.
- i. Designing access ways to resemble streets provides separation between vehicles and pedestrians as public streets. In outdoor lifestyle shopping areas, a network of “main street” style shopping streets can enhance safety (by separating pedestrians from vehicle traffic) and encourage walkability and retail activity. As such, the design of these interior “streets” should

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

include:

- (1) Sidewalks on both sides of ~~the a~~ street or access way, minimum 8 feet wide, but wider along active frontages (14 feet desirable width);
 - (2) On-street parking, which not only provides convenient access for customers, but also helps to calm traffic and create a pedestrian-friendly environment;
 - (3) 4- to 6-foot-wide furnishings zone and/or planting strip between the curb line and the pedestrian access way along building frontages and entrances (14 feet is the minimum desirable width between curb line or edge of the motor vehicle travel way and the building façade);
 - (4) Pedestrian-scale lighting, mounted either on posts no more than 15 feet high or on the building;
 - (5) Light posts, trees, landscaping, and other furnishings (benches, trash receptacles, bike racks, etc.), typically located in the furnishings zone—the 4- to 6-foot-wide space adjacent to the curb line or outside edge of the motor vehicle travel way (furthest from building);
 - (6) Curb bulb-outs/extensions at intersection corners, which increase visibility of pedestrians and shorten crossing distances;
 - (7) Raised and marked crosswalks at pedestrian crossing locations;
 - (8) Furnishings such as benches (see 5.2.3 Pedestrian Amenities) and trash receptacles;
 - (9) Street trees placed at a minimum spacing of 30 feet on-center and placed in grates (breaks in the tree coverage are allowed near major building entries to enhance visibility; however, no less than 1 tree per 60 lineal feet of building façade should be provided);
- j. For safety, security, and access, landscaping shall not block visibility to and from a path, especially where it approaches a roadway or driveway.
 - k. The design shall provide bicycling routes and connections that facilitate access to and through the Town Center by bicycle, as well as access to transit by bicyclists.
 - l. Bicycle racks for short-term bicycle parking shall be provided throughout the site at convenient locations for bicyclists, such as near building entrances and public gathering places at a minimum quantity of least 1 rack (for a minimum of two bicycles) for every 50 linear feet of a building façade with an entrance

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

or entrances. (Refer to LFPMP 18.42.095 (G.) for specific provisions applicable to the bicycle parking at the Freestanding Parking Structure.)

5.2.2 Pedestrian-Oriented Buildings and Facades

Intent:

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

Provisions:

- a. Building entries shall have direct pathways to pedestrian areas. [See Figure 5.4, 5.30, 5.31, 5.42.](#)
- b. No untreated blank walls or service areas shall be located along pedestrian access ways and routes, including open spaces, social gathering places, or passageways used by pedestrians. Service areas and untreated blank walls shall not front an access area or route used by pedestrians.
- c. Building facades along pedestrian access areas and routes shall be pedestrian-oriented with transparency (window or glass area) on at least 50 percent of the ground floor between 2 feet and 8 feet above the grade on the façade. [See Figures 5.45, 5.53, 5.55, 5.60, 5.63.](#)
- d. The ground floor space along buildings should provide continuous and comfortable pedestrian access, with building transparency that fosters interaction between the uses inside the building and the pedestrian area outside the building. At least 50 percent of the total frontage of building walls facing pedestrian access areas should be occupied by retail or other active uses. [See Figure 5.4, 5.29, 5.63.](#)
- e. Design should include places along building facades that allow for inside to spill outside, with outdoor dining and sitting areas and spaces for social gatherings. [See Figures 5.4, 5.6, 5.28, 5.29, 5.30, 5.33.](#)
- f. For buildings that have a ground floor that is generally level with and near to Bothell Way and Ballinger Way rights-of-way, the area between the sidewalk and the building shall provide pedestrian-oriented spaces, landscaping, and pedestrian amenities, along with pedestrian-scale lighting.
- g. Pedestrian and bicycle access ways shall be separated from structures at least 3

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

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.

5.2.3 Pedestrian Amenities and Gathering Spaces

Intent:

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

Provisions:

- a. Pedestrian gathering spaces should be surrounded by active use areas and partially enclosed rather than open ended on all sides to enhance human scale and a sense of place. Examples include courtyards, squares, pocket parks, outdoor dining areas and game areas, event spaces, plazas and other spaces with active adjacent ground floor uses. These areas should be spatially well defined, inviting, secure, and easy to maintain. Refer to Figures 5.3, 5.10, 5.23, 5.27, 5.28, 5.33, 5.34, 5.35, 5.36, and 5.107.
- b. Spaces should be designed to serve a variety of functions and provide diverse experiences—places for socializing, enjoying nature, for special events, and/or dining. Pedestrian plazas, courtyards, squares, festival streets, nature walks, and other types of spaces should be located to encourage active use.
- c. Applicants should provide a signature community gathering space with a celebratory element such as a large tree or sculpture piece that represents the Lake Forest Park Community. For each phase of development, a focal plaza or gathering space should be created as an organizing element in design. Amenities such as public art, water elements (water play areas, fountains that recycle water, creek overlooks, etc.) ~~features~~, music, outdoor games, children's play areas, pedestrian scale lighting, and a variety of furnishings should be provided to activate these areas and encourage use.
- d. The pedestrian experience along the Lyon Creek corridor should be enhanced by including a boardwalk with overlook points, benches, and interpretive features, celebrating the importance of Lyon Creek to the community.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

- e. Plazas and gathering spaces should be designed to provide plenty of seating areas and amenities to attract the public and enrich the pedestrian environment and create gathering and socializing opportunities for residents, customers, shoppers, employees, and visitors. These should be designed to be comfortable and inviting outdoor spaces for a variety of activities and should promote a sense of safety and security for use year-round during all hours and seasons.
- f. Building uses surrounding and in proximity to plazas, pedestrian areas, and gathering spaces should encourage pedestrian activity and pedestrian focal points to interact with and interconnect pedestrian areas (such as storefronts around the perimeter of a plaza/gathering space).
- g. Plazas and gathering spaces should be no more than 3 feet above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.
- h. A variety of seating such as benches, chairs and tables, steps, and ledges should be provided throughout Town Center. A combination of permanent and moveable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, and/or people watching. At least one linear foot of seating should be provided for every 30 square feet of plaza area or gathering space, and at least one bench or five linear feet of seating wall or two outdoor chairs should be provided for every 50 feet of storefront. In the design of seating should:
 - (1) Provide a greater amount of seating areas near active retail establishments (especially outside eating and drinking establishments and near food vendors).
 - (2) ~~Provide seating~~Be adjacent to pedestrian walkways, but away from high traffic areas such as busy intersections.
 - (3) ~~Include benches and seating elements at Design-specific~~ places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards and adjacent to children's play areas, water elements, public art, and other amenities.
 - (4) Create a sense of separation from vehicular traffic, either spatially or with features such as landscape planters.
 - (5) ~~Seating areas generally should Not~~ be located more than three feet above or below adjacent street grades to maximize visibility to the seating areas.
 - (6) ~~Treat low walls and steps~~ Include elements and placement that appropriately to discourage creating skateboard attractions.
 - (7) ~~Include o~~Outdoor covered areas such as pavilions and gazebos over seating areas that may attract year-round use and ~~also should be lighting-lighted~~ for use during evening hours.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

- i. All pedestrian areas should be well-lit and adjacent to shops, restaurants, and other areas that attract or are a focus of pedestrian activity. Clear lines of sight should be maintained throughout and isolated, awkward spaces should be avoided.
- j. Plazas and gathering spaces should be strategically located for good orientation to views and solar access, as well as protection from weather and wind. Covered spaces that can be used year-round and during inclement weather should be provided in key public spaces to encourage outdoor activities. Structures, pavilions, and seating areas shall be designed to feel safe and secure during day and evening hours.
- k. Trees, shrubs, and plants should be used in the design to help define spaces, create transitions between spaces, and provide visual interest, offering color year-round throughout all seasons. Landscaping can include planting beds, potted plants, trellises, and hanging plants.
- l. ~~Provide~~ Space for food vendors/carts shall be provided within or in close proximity to plazas and gathering spaces and access to water and electricity shall be provided.
- m. ~~Provide~~ Areas for dogs ~~should be~~, carefully designed to be compatible with other site uses, such as stormwater management. Pet waste stations should be provided in these areas.

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Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

5.3 Architectural Design Quality and Building Design Details

5.3.1 Overall Approach to Architectural Design

Intent:

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

Provisions:

- a. Architecture shall incorporate best practices and design excellence and include high quality building materials and treatments emblematic of Pacific Northwest style (see 5.1).
- b. Architectural design shall emphasize wood/timber (cedar, fir, cross laminated timber), stone, masonry, exposed concrete, and weathered steel, and other features emblematic of Pacific Northwest style (see 5.1). Regionally sourced native stone and rock are preferred over pre-engineered and cultured stone, but artificial stone may be used if it resembles natural stone from the region. See Figures 5.7, 5.47, 5.48, 5.61, 5.62, and 5.69.
- c. Weather protection and cover shall be provided at building entries, corridors, and outdoor spaces adjacent to buildings (entry ways, pedestrian corridors, patios, balconies, bicycle storage areas, gathering spaces, etc.). Weather protection shall include drip-free design treatments over all pedestrian areas. Refer to Figures 5.5, 5.7, 5.14, 5.19, 5.47, 5.63, and 5.68.
- d. Architectural floor plans should be more open from one area to another with indoor and outdoor spaces that are more flexible and informal and less formal/rigid. See Figures 5.8, 5.18, 5.49, 5.52, 5.61 and 5.62.

5.3.2 Architectural Scale and Cohesive Design Across Town Center

Intent:

While the Town Center includes more intensive development and urban qualities than the surrounding neighborhoods, the community desires that Town Center transitions well with

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

these surroundings and that the character of Town Center strongly represents Lake Forest Park and instills a sense of pride in residents by enhancing community identity and character. Cohesive design strengthens the visual identity of the Town Center area and enhances its function as the heart of Lake Forest Park and a gateway to the community.

Provisions:

- a. Town Center shall look and feel as if it is one place with visual continuity and connectivity throughout and conveying the desired “Village in a Forest” character (see Section 5.1).
- b. Architectural scale and design of buildings shall be complementary to adjacent residential development along the western length of the Town Center. [See Figures 5.12, 5.16, 5.40, 5.43, 5.44, 5.104, 5.105.](#)
- c. With redevelopment in multiple phases, each phase of improvements over time shall result in the desired quality and collectively contribute to the sense of vibrancy and attractiveness of the Town Center overall. Over time, the Lake Forest Park Town Center shall be redeveloped in a cohesive manner with buildings of later phases designed to contribute to the quality and character of initial phases of redevelopment. [Refer to Figures 5.3, 5.20, 5.27, 5.28, 5.30.](#)
- d. The applicant shall ensure that the siting and design of large buildings includes elements that reduce their perceived massing and that add visual interest, so that the architecture relates to human scale and pedestrians. [See Figures 5.7, 5.12, 5.16, 5.17, 5.40, 5.43, 5.44, 5.54, 5.63.](#)
- e. The design of buildings across Town Center shall include elements that relate to human scale and level of detailing proportionate to the size of the building, as well as forms, proportions, rhythms, materials, colors, and architectural motifs that are suggested by and complement adjacent buildings. (see 5.3.3 [and Figures 5.6, 5.13, 5.27, 5.29, 5.30, 5.57, 5.63, 5.67.](#))
- f. Buildings shall be designed to connect with social gathering spaces and pedestrian corridors. [See Figures 5.9, 5.17, 5.32, 5.40, 5.45, 5.52, 5.57.](#)

5.3.3 Human Scale Elements

Intent:

Town Center is the hub of the community and a place where people interact on a daily basis. The community desires that architectural design at Town Center relates to human scale with a variety of elements and characteristics that avoid monotonous and strengthen the

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

relationship between buildings and site features and the people who inhabit or interact with the building and setting. Buildings attain good human scale when elements are scaled and sized to provide visual interest that is attractive and discernable to people (particularly in the first two floors above grade). These elements may include modulation, articulation, architectural patterns, windows, doors, porches, balconies, and other features.

Provisions:

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

- (1) Window treatments that relate to human scale and/or extend out from the building face.
- (2) First floor individual windows, generally less than 32 square feet per pane and separated from the windows by at least a 6" molding.
- (3) Placement of smaller building elements near the entry of pedestrian areas and street fronts of large buildings.
- (4) Stoops, porches, and covered entry ways.
- (5) Spatially defining building elements, such as trellises, overhangs, canopies, or other elements that define space that can be occupied by people.
- (6) Step backs in the façade of the building, such as may be provided between the podium level and wood frame levels. (When provided in design, such space is often used for terraces and patios for residential units and/or rooftop gardens, restaurant seating, or other public uses.)

Refer to Figures 5.16, 5.29, 5.30, 5.40, 5.63, 5.67.

5.3.4 Building Design Details

Intent:

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

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

Provisions:

- a. The pedestrian environment shall be designed with attention to detail, particularly at the human scale ground level of buildings (see 5.2).
- b. All new buildings and individual storefronts shall include on the façades that face any area used by pedestrians at least three of the following design features:
 - (1) Distinctive rooflines, ornamental moldings, entablature, frieze, or other roofline device visible from the ground level; if the roofline decoration is in the form of a linear molding or board, then the molding or board must be at least 8" wide (of particular interest for the first two floors above grade).
 - (2) Special treatment of windows and doors, other than standard metal molding/framing details, around all ground floor windows and doors, decorative glazing, or door designs.
 - (3) Decorative light fixtures with a diffuse visible light source or unusual fixture.
 - (4) Individualized patterns or continuous wood details, such as butt shingles (a shingle with the butt end machined in some pattern, typically to form geometric designs), decorative moldings, brackets, trim or lattice work, ceramic tile, stone, or similar materials.
 - (5) Use of a landscaping treatment as part of the building's design, such as planters or wall trellises.
 - (6) Decorative or special railings, grill work, or landscape guards.
 - (7) Landscaped trellises, canopies, or weather protection.
 - (8) Decorative artwork, which may be freestanding or attached to the building and may be in the form of mosaic mural, bas-relief sculpture, light sculpture, water sculpture, fountain, free standing sculpture, art in pavement, or other similar artwork; painted murals or graphics on signs or awnings do not qualify.
 - (9) Sculptural or hand-crafted signs.
 - (10) Special building elements, such as pilasters, entablatures, wainscots, canopies, or other elements emblematic of Pacific Northwest style.
 - (11) Other similar features or treatment that satisfies the intent of the guidelines.
- c. The applicant shall submit architectural drawings and material samples for approval as part of the development application and review process.

Refer to Figures 5.29, 5.30, 5.33, 5.40, 5.63.

5.3.5 Building Entrances

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

Intent:

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

Provisions:

- a. Primary building entrances (i.e., the building entrance used by commercial customers, residents, or visitors) of all buildings shall feature the following improvements:
 - (1) Pedestrian covering; primary building entrances must be covered by at least 50 square feet of pedestrian weather protection. Entries may satisfy this requirement may be satisfied by being setting back the entry back into the building façade or through continuous drip-free design treatments.
 - (2) Primary pedestrian entrances must shall be lit to at least four foot candles as measured on the ground plane for commercial buildings and two foot candles for residential buildings. (Refer in accordance with to LFPMC 18.42.130 (H) for site lighting requirements.
 - (2) Primary eEntries shall must be identified with respect to building and/or business.
 - (3) Primary bBuilding entrances shall must be visible from the a nearby roadway street or access way and/or major public pedestrian pathway. To the extent feasible, primary entries should be visible from areas with high pedestrian activity or where building occupants can view the entry (passive surveillance).
 - (4) Primary eEntries shall 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).
 - (5) Pedestrian-oriented space that are adjacent to primary entrances shall incorporate at least two of the following elements: To the extent feasible, entries must be visible from areas with high pedestrian activity or where residents can view the entry (passive surveillance).
 - 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

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

b. All other building entrances that do not serve as primary entrances shall be lit ~~must in~~ accordance with LEPMC 18.42.130 (H) ~~shall have at least two foot-candles of illumination on the ground surface~~ and shall incorporate 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. In portions of buildings that will be used by the public, designers should consider combining stairway wells and elevator bays in a semi-transparent or glazed tower feature with lighting that can serve as an identifiable landmark and character-enhancing architectural feature.

5.3.6 Exterior Materials and Finishes

Intent:

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

Provisions:

- a. If metal siding is used, it shall be decorative and shall be secondary or tertiary to the primary design materials in the building's façade visible from a pedestrian access route or pedestrian area. When used, metal siding shall:
 - (1) Have a matte finish in a dark neutral or earth tone complementary to Pacific Northwest style.
 - (2) Include two or more of the following elements:
 - i. Visible window and door trim painted or finished in a complementary color
 - ii. Color and edge trim that cover exposed edges of the sheet metal panels
 - iii. A base of masonry, stone, or other approved permanent material that is durable and satisfies the intent of the guidelines; the intent is to provide more durable materials near grade level
 - iv. Other detail/color combinations for metal siding, provided design quality and

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

permanence meets the intent of this section

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

- (1) Use of textured blocks with surfaces such as split face or grooved
- (2) Use of other masonry types such as brick or tile in conjunction with concrete blocks
- (3) Use of decorative coursing to break up blank wall areas
- (4) Use of matching colored mortar where color is an element of architectural treatment for any of the options above
- (5) Other treatment approved by the City

- c. Prohibited building materials include:

- (1) Mirrored glass
- (2) Corrugated fiberglass
- (3) Chain link fencing or cyclone fencing (except for temporary purposes such as a construction site)
- (4) Crushed colored rock or tumbled glass
- (5) Any sheet materials, such as plywood or metal siding, with exposed edges or unfinished edges, or made of nondurable materials
- (6) EIFS and foam core panel products; use stucco instead

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

Intent:

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

Provisions:

- a. Any blank walls that persist and that are located adjacent to or within 50 feet of a public or private street or other location accessible to pedestrians, shall be treated in the following ways [\(See examples in Figures 5.70, 5.76, 5.77, and 5.86\):](#)
 - (1) Install a [green wall or](#) vertical trellis in front of the wall with climbing

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

vines or plant materials. For large blank wall areas, the trellis must be used in conjunction with other treatments described below.

- (2) Provide a landscaped planting bed at least 8 feet wide or a raised planter bed at least 2 feet high and minimum 5 feet wide in front of the wall; landscaping/planting materials must be able to obscure or screen at least 50 percent of the wall's surface within 4 years.
- (3) Provide artwork (mosaic, mural, sculpture, relief, etc.) over at least 50 percent of the blank wall surface.
- (4) Other methods as approved by the City (for example, landscaping or other treatments may not be necessary on a wall that employs high quality building materials (such as brick) and provides desirable visual interest.
- (5) Special architectural lighting may be used to highlight elements listed in (1) through (4) above, while also being designed to avoid light pollution.

5.3.8 Rooftop Features, Mechanical Equipment, and Appurtenances

Intent:

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

Provisions:

- a. All buildings shall include screening for rooftop mechanical and other related technical equipment/materials, designed in an integrated, coherent manner consistent with the composition below them. Equipment shall be the minimum size required for the function and where possible located at the center line of the roof surface.
 - Location and screening shall ensure that the rooftop-mounted mechanical equipment and communication devices shall be located and screened so the equipment is not visible from ground level public spaces or adjacent properties within 20 feet of the structure. The design of the screening shall match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.
- ~~Mechanical equipment shall be screened.~~ There are multiple options for screening: screening that accompanies the equipment, painted to match roof and top floor detailing ~~(see 5.2.X)~~; placement of the equipment so that it is not visible; use of architecturally integrated roof forms and features that hide or screen the equipment; and extended parapet walls.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

- b. Rooftop mechanical equipment also shall be painted or procured with a finish to match building/roof finishes where possible. However, painting of rooftop mechanical equipment ~~but~~ 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.

5.4 Freestanding Parking Structure Design Guidelines

Background and Introduction

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

The design guidelines in this section are provided to guide the design of this freestanding parking structure. See provisions Section under 5.1 and 5.2 through 5.3 above for design guidelines applicable to parking integrated within other redevelopment at Town Center. Refer to LFP MC 18.42.095 for specific code requirements applicable to freestanding parking structures. Photographic examples of best practices are ~~labeled shown in Figures 5.70 through 5.99 4-A through 5.4-DD~~ and referenced throughout ~~these guidelines~~ this section.

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

5.4.1 Overarching Guidelines for Freestanding Parking Structures

Intent:

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

Provisions:

- a. The structure shall incorporate measures that clearly set it apart as having an environmentally-sensitive and forward thinking design. Those measures could include large-scale green (living) walls, use of innovative structural materials such as cross-laminated timbers, integrating LID storm water treatment systems within the landscaping and design of the structure in a manner that is prominent and educational, integrating a solar-ready infrastructure, or a design that would facilitate the structure being easily retrofitted for other uses in the future if demand for park and ride facilities declines.
- b. The structure shall be designed to blend in with the Town Center context and visually complementary to other existing structures in the vicinity. The structure shall complement the scale and character of nearby buildings that have been designed to comply with the Town Center Framework Design Guidelines.
- c. The parking structure shall be designed to provide a positive contribution to the visual environment. See examples in Figures 5.70, 5.71, 5.73, 5.74, 5.75, 5.76, 5.77, 5.78 A, B, D, E, F, G, H, I and others.
- d. Architectural design of the parking structure shall emphasize Pacific Northwest style and character, consistent with the style and character envisioned for Town Center as a whole, to create the sense of a forested village setting.
- e. The parking structure shall be sensitive to the adjacent pedestrian environment and street character. Provide pedestrian access and orientation between the parking structure and other nearby uses, including City Hall, the future bus rapid transit station (on both sides of SR 522/NE Bothell Way), shopping center entrances, and other building entrances.
- f. Convenient pathways from the parking structure to these locations shall enhance mobility and connectivity for pedestrians and comply with all applicable accessibility requirements.

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

- g. The pathways between the parking structure and City Hall and between the parking structure and the transit stations should provide continuous weather protection to the maximum extent feasible.
- h. Below-grade parking should be incorporated to the maximum extent feasible. The design should have at least one to two levels of parking below grade to reduce the size and bulk of above-grade parking. See examples [in Figures 5.73, 5.74, and 5.93. ~~D, E, and X.~~](#)
- i. Active or public use spaces should be integrated into the ground floor along at least one side of the structure, wrapping around to a portion of a second side (on the most visible and publicly accessible sides of the structure). See examples [A, B, C, D, E, F, G in Figures 5.70, 5.71, 5.72, 5.73, 5.74, 5.75.](#)
- j. Design entrances and frontages of the parking structure shall be designed to function as pedestrian plazas/gathering spaces and to emphasize pedestrian access locations to and from the building.
- k. If the structure is located near City Hall, the frontage that is in line with the front of City Hall shall be designed to include commercial, active, and/or public use space at the ground floor and potentially upper floors with a physical connection to City Hall, wrapping around to include a portion of the westward facing side.
- l. All sides of the parking structure outer facades shall be aesthetically pleasing. Any frontages that do not include commercial, active, and/or public use shall have architectural treatments with articulation, finishes, and colors that complement those elements of the commercial, active, and/or public use frontages.
- m. Blank wall faces shall be avoided by providing articulation, modulation, fenestration, and finishes that vertically and horizontally break up the scale of the facade. Architectural treatments and features such as screens, trellises, green walls, art elements, and/or other treatments shall be integrated into the design of the non-active frontages to avoid blank walls on those facades (not applicable to commercial storefronts or other active use frontages). Refer to examples [in Figures 5.70, 5.76, 5.77A, ~~G, H, Q,~~ and others.](#)
- n. Trees and landscaping shall be provided along all sides of the structure to improve visual quality, buffer views of the structure, and enhance the pedestrian environment. Along commercial, active, and/or public use frontages, where frequent pedestrian access would be expected, trees and landscaping can be designed in a streetscape or plaza approach, with trees in grates that meet accessibility requirements (with openings not greater than ½ inch wide, a level plane between the grate and adjacent surface, and a coefficient of

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

friction at least 0.6 on flat surfaces) and landscaping in defined planting areas to avoid intrusion on pedestrian access.

- o. Green walls (see example H), green screens, architectural screens, and public art screens and murals should be integrated into the design. Where appropriate, these elements could be substituted for modulation and articulation in the façade. See examples [in Figures 5.70, 5.71, 5.76, 5.77, A, B, G, H, Q, and S](#).

5.4.2 Detailed Architectural Design Guidelines [for Freestanding Parking Structures](#)

Intent:

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

Provisions:

- a. The design of the parking structure shall integrate high quality facing materials such as brick, stone, timber, or other construction materials and wall finishes as approved through the design review process (see examples [in Figures 5.75, 5.78, 5.79, 5.80, 5.93, F, I, J, K, M, X and others](#)).
- b. The façades of the structure ~~should~~~~<shall?>~~shall be designed to resemble the look of other high quality commercial, office, or residential buildings, like shown in examples [in Figures 5.70, 5.71, 5.75, 5.76, 5.78, 5.79, 5.80, 5.82, 5.93, and A, B, F, G, I, J, K, M, X, and others](#), particularly on highly visible sides of the structure.
- c. Design of the parking structure shall be cohesive with surrounding buildings—façade treatment, materials, and architectural details shall relate to building such as Lake Forest Park City Hall.
- d. Horizontal and vertical articulation and modulation shall be provided in the building façades on all sides of the parking structure, including those that do not include commercial, active and/or public uses—the frontage design of non-active sides shall

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

resemble the architecture of the commercial, active, and/or public use frontages, as shown ~~in examples A, B, G, M~~ in Figures 5.70, 5.71, 5.75, 5.82.

- e. Window fenestration (proportionate in pattern and size to the scale of the building) ~~should~~ ~~<shall?>~~ shall be provided in the façades, even though there may be parking behind the façade and not active use, particularly on highly visible sides of the structure, resulting in the same architectural look on all sides of the building, as shown in examples F ~~Refer to Figures 5.75 and 5.78, and 5.82, and G, D~~ design detailing with modulation, articulation, and glazing shall resemble the look of high quality commercial, office, or residential structures on all sides.
- f. Repeated distinctive window patterns should be designed cohesively with the building articulation patterns—windows should be divided into individual units with each window unit separated by a visible mullion or other element.
- g. Overly repetitive modulation techniques shall be avoided, since they may not be attractive or effective when viewed from a distance.
- h. “Ribbon windows” (continuous horizontal bands of glass) or “window walls” (glass over the entire surface) shall not be part of the design.
- i. Vertical modulation shall be provided to enhance architectural scale and compatibility, at an interval of at least two feet in depth and four feet in width, and up to ten feet in depth and fifteen feet in width, combined with a change in siding materials.
- j. Vertical piers should be integrated with the facades to help to reinforce vertical modulation and convey a “storefront” pattern, with the piers extending at least six inches from the façade to create shadow lines that emphasize the vertical modulation. This is particularly important on highly visible sides of the structure and along frontages with pedestrian sidewalks/paths.
- k. Horizontal building modulation techniques shall be provided to make the architectural scale more compatible with surrounding buildings and add visual interest—horizontal modulation is the horizontal articulation of division of an imposing building façade with architectural treatments, as well as awnings, balconies, roof decks, changes in color and/or building materials within the building plane, banding of contrasting materials, and other techniques to ensure that the elevation appears less massive than it would be as a sheer, flat surface (see examples in Figures 5.70, 5.71, 5.75, 5.78, and 5.82, A, B, F, G, M, and Q). Horizontal building modulation shall be cohesive with surrounding buildings and

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

with façade treatments that relate to the architecture of the primary structures on the site.

- l. Cross laminated timber or other emerging structural materials should be explored as part of the design approach, such as shown in example [in Figure 5.83. A](#).
- m. Elements such as metal panels or metal mesh screens, trees, landscaping and/or green walls, and public art should be integrated into the design to further break up the façade of the long exterior walls, as shown in examples [in Figures 5.70, 5.71, 5.76, 5.77, and 5.83. A, B, G, H, and N](#).
- n. Elevator and stairway towers shall be designed to be highly identifiable as attractive architectural features of the structure and with sufficient lighting for 24-hour use, as shown in examples [in Figures 5.84, 5.85, and 5.86. O, P, and Q](#).
- o. Special attention shall be given to emphasizing the pedestrian entries of the structure to relate to human scale as shown in examples [C and F in Figures 5.72, 5.75](#). The following elements shall be included in the design to enhance pedestrian entries.
 - (1) Pedestrian areas adjacent to the structure (such as along frontages/facades) shall be covered with overhangs or awnings (not fabric) or by an extended architectural entry area to provide weather protection.
 - (2) Parking structure entrances shall be clearly identifiable to pedestrians and use architectural features to highlight and enhance the attractiveness of the entry. Refer to examples [in Figures 5.72, 5.75, 5.80. C, F, K, and V](#).
 - (3) A greater intensity of lighting shall be provided to enhance pedestrian safety and security, while also utilizing down shielding and other techniques to minimize light pollution to surrounding areas. Refer to examples [in Figures 5.70, 5.71, and 5.92. A, B, J, O, and P](#).
 - (4) Courtyards and/or plaza areas should be provided immediately adjacent to pedestrian entrances with landscaping, trees, accent lighting, special paving materials (colored, accent pavers or decorative concrete), public art, benches and seating, trash receptacles, and other furnishings that enhance the entry way and provide comfort and security for pedestrians. Refer to examples [in Figures 5.87, 5.88, 5.89, 5.90, 5.91 R, S, T, U, V and](#).

Town Center Framework Design Guidelines—*Written Content*

Draft—February 24, 2021

(5) Pedestrian paths/sidewalks shall be provided along the outside of all sides of the parking structure that have pedestrian entrances and shall have weather protection through the use of an extended roof line or overhangs that relate to human scale.

p. Architectural design of the structure should include a colonnade treatment with vertical columns that align with vertical piers to provide a covered pedestrian passageway. Design should encourage pedestrian flow and avoid barriers to pedestrian access and mobility. See examples [in Figures 5.70, 5.72, 5.73, 5.74A, C, D, E, H, M, and](#).

q. Provide lighting fixtures, trellis elements, street trees (in grates at the sidewalk level) and other landscape and streetscape features and furnishings at intervals that reinforce and enhance the architecture and articulation and modulation patterns. See examples [in Figures 5.70, 5.72, 5.78, 5.87, 5.88, 5.89, A, C, I, R, S, T,](#)

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

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

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

u. Roofline modulation should be provided to reduce the imposing sense of the horizontal roof line. Varying the height of the parapet wall level should be explored to avoid the appearance of a flat roofline. See examples [in Figures 5.75, 5.78, 5.93 and 5.94, F, I, X, and Y.](#)

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

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

- w. Rooftop public use area/viewing spaces, if provided should be designed for convenient public use and accessibility. Solar energy elements, if provided, should be designed in coordination with the agency that will operate and maintain these elements. See examples in Figures 5.70, 5.71, 5.95, 5.96, and A, B, R, T, and others.
- x. Rooftop space for public use, if provided, should be designed for active use and to provide opportunities for viewing Lake Washington and Mount Rainier and should include landscaping and green space.
- y. Long term and short term bicycle parking should be designed so as not to detract from the Town Center character. See examples shown in Figures 5.98 and 5.99.

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

5.5.1 Master Planning for a Cohesive Redevelopment Vision

Intent:

The provision of a master plan (as required under 5.1.2) indicating the proposed site improvements and buildings anticipated with all phases is an important element of 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 helps to formulate and convey a cohesive redevelopment vision for Town Center.

Provisions:

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

5.5.2 Bonus Height through Incentive Provisions that Implement Public Benefits

Intent:

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

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

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

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

Provisions:

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

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

- (1) An additional 10,000 feet of interior public/community ~~open~~ space designed for a variety of uses and with flexibility to accommodate events (Third Place Commons concept) shall be provided in the first phase of the project. An equivalent provision shall be provided if such a facility has already been created through a previous project at or adjacent to Town Center. Such equivalent action shall provide a similar level of benefit to the community.
- (2) Construction shall achieve green building certification through one of the following protocols: Built Green 4-Star or Passive House Institute US+ (PHIUS+). If an affordable housing project is required to certify through the Evergreen Sustainable Development Standard, this protocol shall fulfill the requirement.

~~c.b.~~ Mixed Use, Bonus Level 2: Building height may be increased to ~~an additional~~ twenty (20) feet above the allowed base height, with the provision of elements (1) and (2) ~~above of~~ under 5.5.2 a.b., and the provision of an additional open space (supplemental to base requirements per LFPMC), minimum size of 15,000 square feet, which is one; and a minimum of one of the following: of (1), (2), or (3):

~~Additional open space (in addition to base requirements per LFPMC), minimum size of 15,000 square feet, which may be~~

(1) Additional An outdoor open space (in addition to the base requirements per LFPMC), that is contiguous to and connected with the indoor public/community ~~open~~ space under 5.5.2 a.b. (1) (such as connected with wider indoor/outdoor sliding doors and/or roll up doors that can be closed during inclement weather); or

(2) A rooftop public space with views of Lake Washington and Mount Rainier and designed with amenities for public use; or

(3) A public plaza designed for community events and festivals (in addition to the Farmers/Public Market space provision in 5.1.6).

Commented [SB3]: Changes Accepted version of highlighted edits:

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

(1) An outdoor open space that is contiguous to and connected with the indoor public/community space under 5.5.2 b.(1) (such as connected with wide indoor/outdoor sliding doors or roll up doors that can be closed during inclement weather); or

(2) A rooftop public space with views of Lake Washington and Mount Rainier and designed with amenities for public use; or

(3) A public plaza designed for community events and festivals (in addition to the Farmers/Public Market space provision in 5.1.6).

Town Center Framework Design Guidelines—Written Content

Draft—February 24, 2021

~~(2) A separately located pedestrian plaza and/or festival street area (in addition to base requirements per LFPMC), sized appropriately so that it can also serve as space for the Farmers Market.~~

Refer to Figures 5.3, 5.8, 5.9, 5.18, 5.23, 5.27, 5.28, 5.32, 5.34, 5.35, 5.36, 5.103.

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

Intent:

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

Provisions:

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

- a. With the application of Mixed Use Bonus Level 1, when a building is located less than 50 feet (49.99 feet or less) from another building that is higher than the base height limit, the fourth level of ~~the these~~ buildings shall step back a minimum of 12 feet from the third level of the building.
- b. With the application of Mixed Use Bonus Level 2, when a building is located less than 60 (59.99 feet or less) from another building that is higher than the base limit height, the fifth level of the ~~se~~ buildings shall step back a minimum of 6 feet from the fourth level of the building. This would be in addition to the step back provided under a., above.
- c. The distance between buildings shall be measured from face to face (between the average extent of the facades from ground floor to the highest floor not including the roof overhang).
- d. With podium construction, a step back of 12 feet or more at the top of the podium level (first or second level) to provide space for outdoor terraces, green spaces, or cafés satisfies the step back requirement for Bonus Levels 1 and 2.

Refer to Figures 5.100, 5.101, and 5.102 for graphic illustrations of these step backs. Refer to Figures 5.104 and 5.105 for examples of buildings with step backs. Refer to Figures 5.106 and 5.107 for examples of terrace areas on podiums. Refer to Figures 5.108 and 5.109 for rooftop terraces open for public use.

Attachment 7: Images

Framework Design Guidelines: 5.1 Town Center Character



5.3

Whistler Village in the Summer, British Columbia, Canada

PLEASE NOTE: Some of these images will be removed from final layout per Council direction. Also several images are labeled with the same number - this means they will be collaged together because they represent similar design approaches.



The Rooster, Seattle, WA, Weinstein AU **5.4**

Mazama Brewing,
Orencia Station, OR



Oregon Zoo Education Center, Portland, OR
Opsis Architecture



5.6

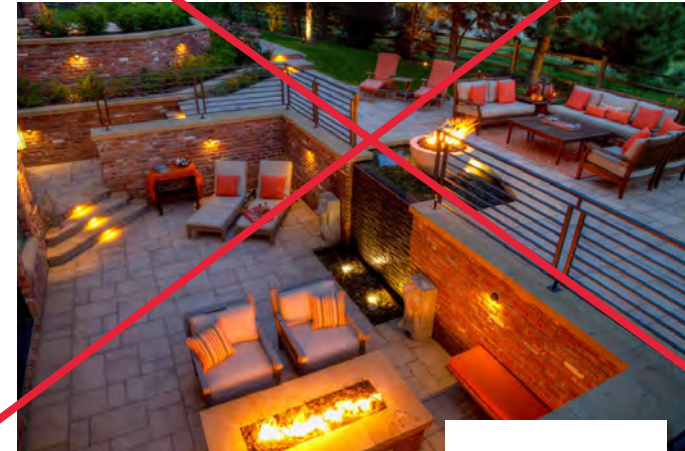


5.7

Aegis Living, Mercer Island, WA, Ankrom Moisan Architects

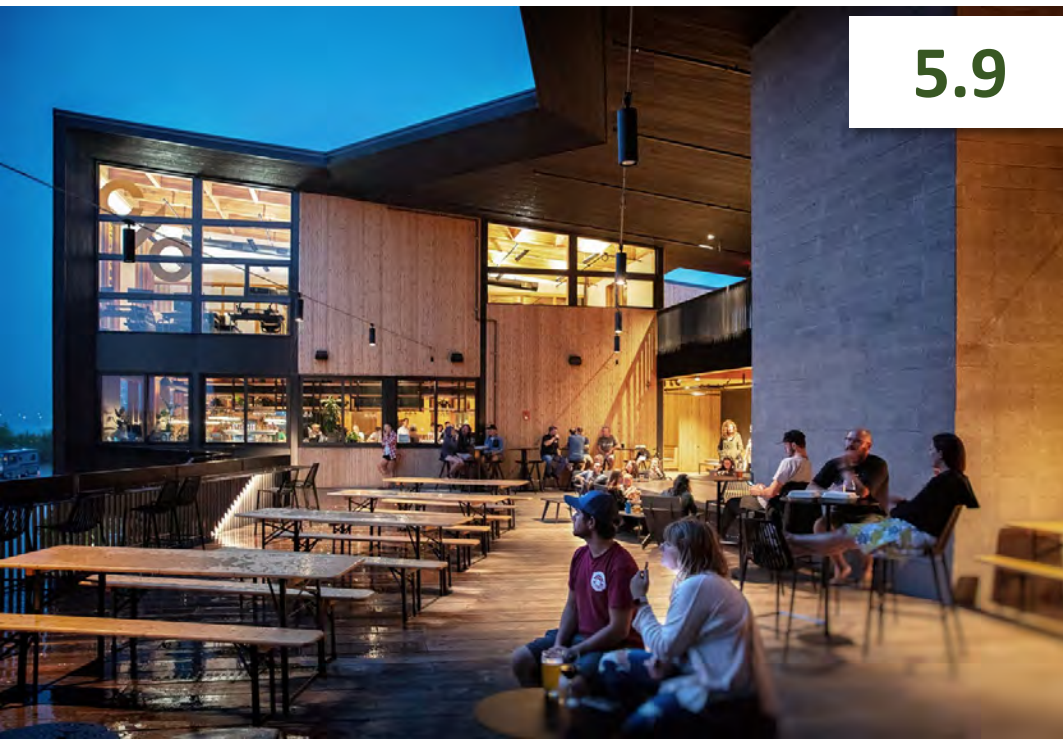
Various Examples of
Indoor/Outdoor
Relationships in Design

5.8



5.10

5.9

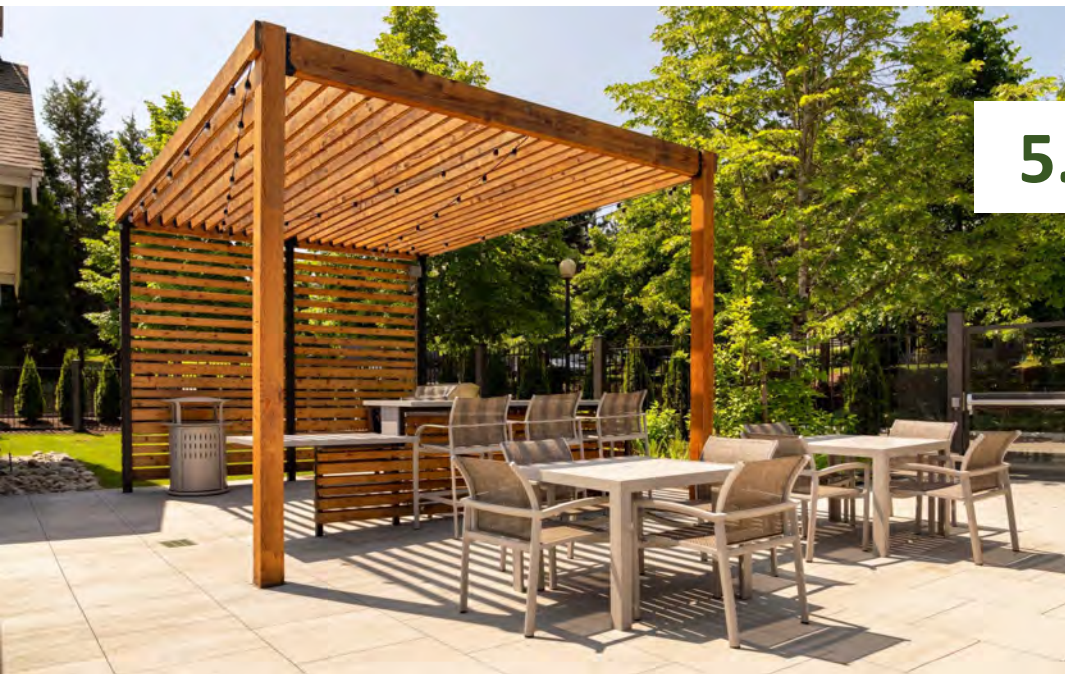


5.11



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

5.10





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



5.13



Cedarbrook Lodge, Burien, WA



5.14



Ballard Library, Seattle, WA
Timber Framing and Exaggerated
Overhang; Green Roof
Bohlin, Cywinski, Jackson Architects

5.15

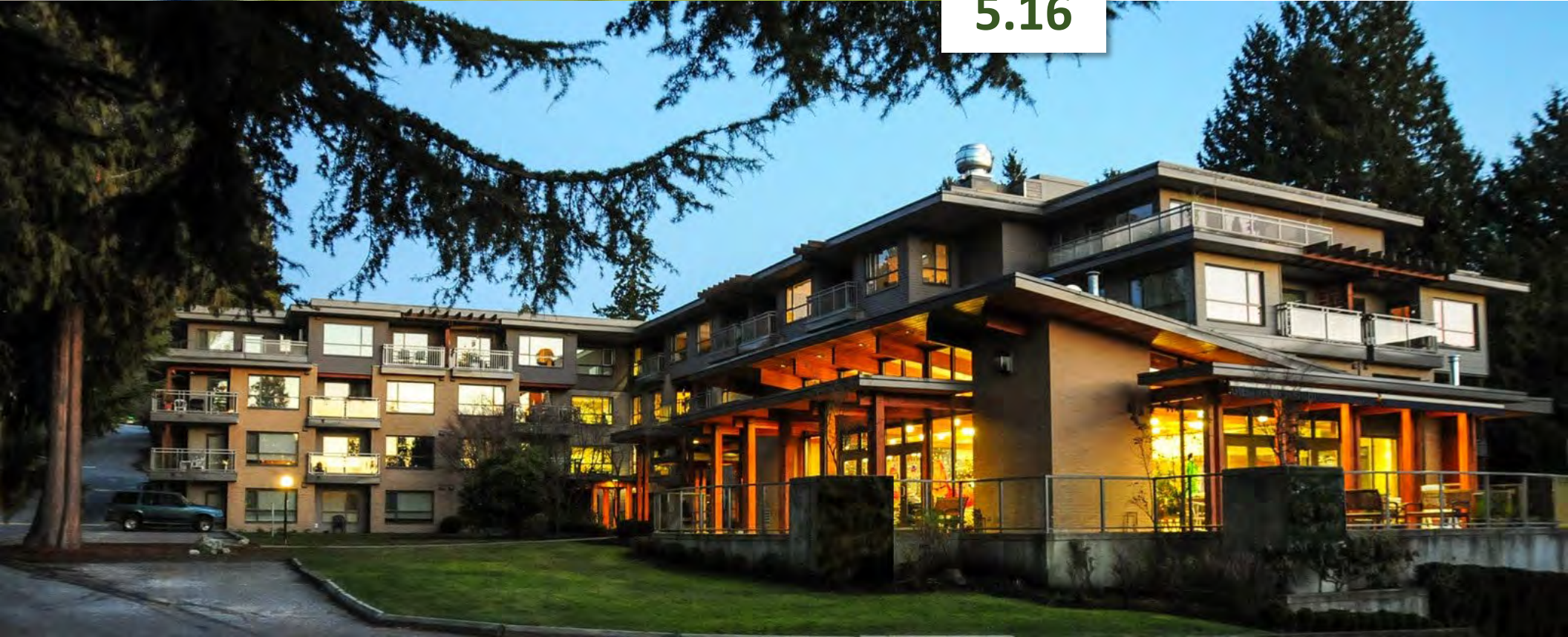




Kiwanis Village/Kiwanis
Manor Assisted Living,

Vancouver, BC

5.16





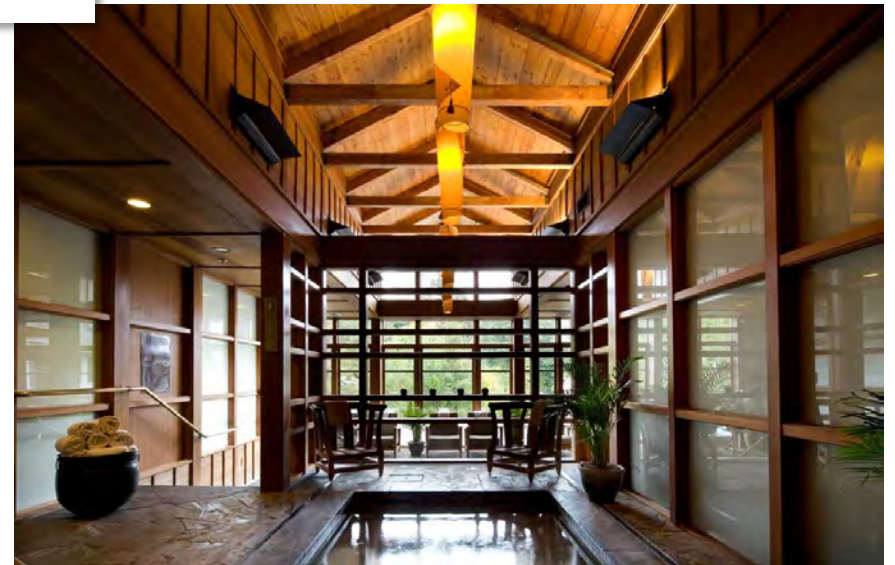
Senior Living
Community with
Biophilia Memory Care
Units Pacific Northwest
Modern Design Style



5.18



5.19



Examples of Accent Lighting that Highlight Pacific Northwest Design Features

RESIDENTIAL BUILDING

COMMERCIAL BUILDING

PARKING CANOPY

MARKET HALL BUILDING



5.20

NorthWest Crossing, Bend, OR, Hacker Architects



5.21

Island Wood Learning Center, Bainbridge Island, WA



5.22



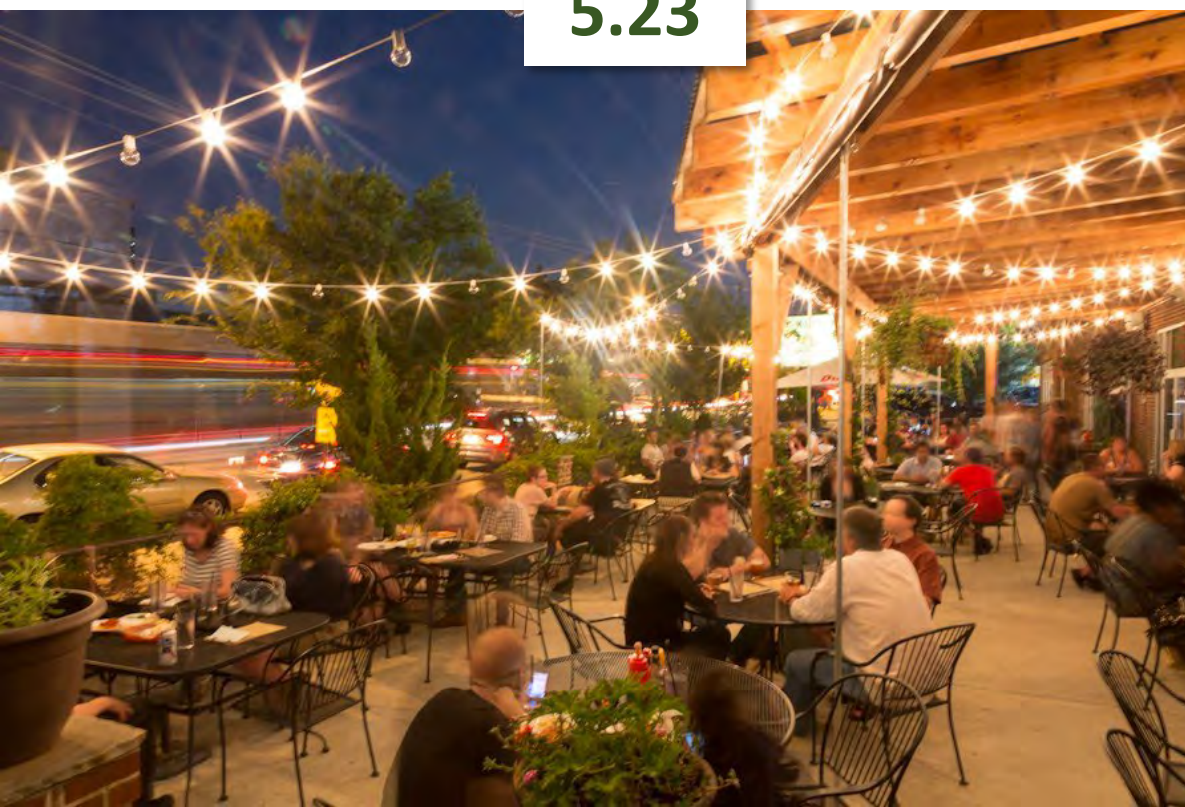
Examples of Low Impact Development and Green Infrastructure Elements: Rain Gardens, Stormwater Planters



5.23

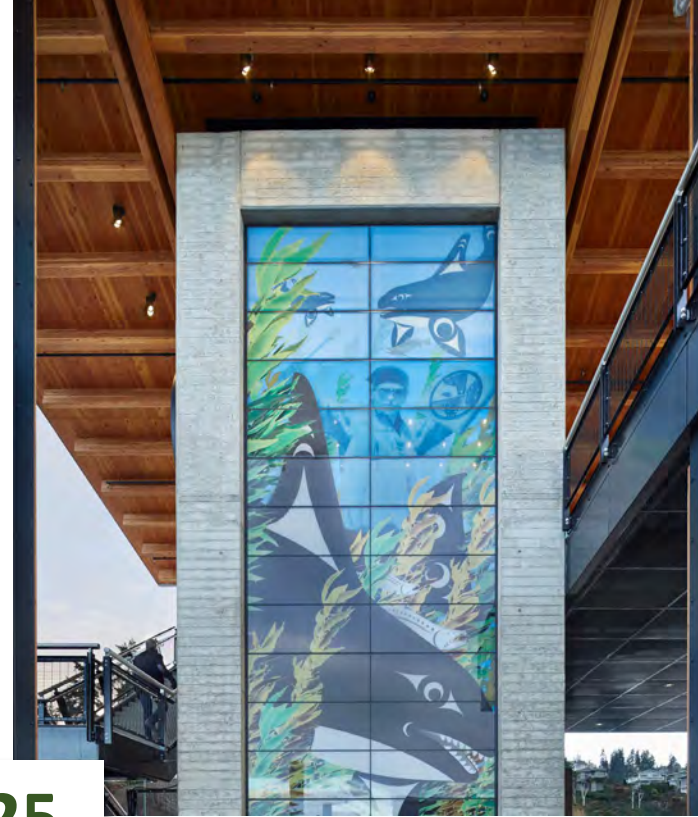


5.24





5.25



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

Framework Design Guidelines: 5.2 Pedestrian-Oriented Design



5.27

University Village, Seattle, WA



5.28



University Village, Seattle and Downtown
Kirkland's Park Lane Shared Street, WA



5.29

Pedestrian Oriented Street and Building Façade
Desired Dimensions and Arrangement of
Furnishings Zone Shown



5.30

Pearl District, Portland, OR



5.31

Northwest Portland, OR



5.32

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



5.33

Schoolhouse District Planned Public Space, Woodinville, WA



5.34

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



5.33



5.35





5.35



5.34

Pickle Ball Courts; Common Spaces, Active Use Areas, Places for Events, Outdoor Movie Watching



5.35





5.36

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



5.37

Examples of Covered and Enclosed Trash and Recycling Facilities





5.38

Wayfinding Column, Old Mill District, Bend, OR

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



Framework Design Guidelines: 5.3 Architectural Design



Woodinville Schoolhouse District Mixed Use Project, Woodinville, WA



Mixed Use Building
Illustration

5.40



5.41

Bryant Village, Seattle; Johnston Architects



Fulton Market/Mixed Use Project



5.43

Townhomes with Stoops with
Direct Access the Public Walkway
Toronto, CA



5.44

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



Seaplane
Restaurant,
Kenmore, WA,
Dahlin Group
Architects

5.45



5.46

Rock Creek Restaurant, Seattle, Graham Baba Architects



Lil Bit Café. Kenmore, WA



5.47

Entrance to the
Willows Lodge and
Interior Space in the
Lodge, Woodinville,
WA



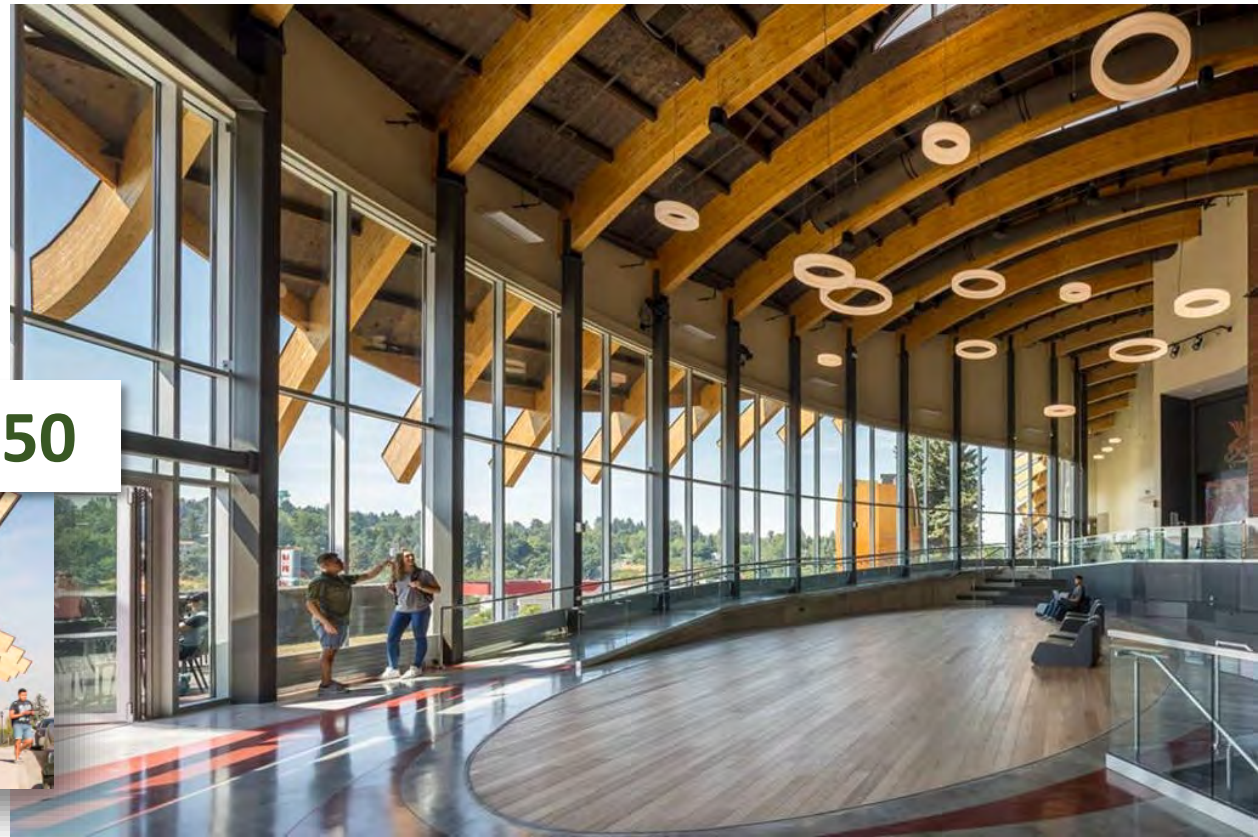
5.48



Glympse Office Space, Seattle, WA
Graham Baba Architects

5.49

Elson S. Floyd Cultural Center
WSU Campus, Pullman, WA
GGLO Architects



5.50





Haggen Grocery Store,
Woodinville, WA

5.51



5.52

Melrose Market, Capitol Hill, Seattle



5.53

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

Trailbend Taproom
Ballard, Seattle
Graham Baba Architects

5.54





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



The Limelight
Pedestrian-Oriented Ground Floor
Boise, ID, Humphreys and Partners Architects



5.57



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



5.58





5.59



5.60



5.61

Redhook Brew Lab, Seattle
Graham Baba Architects



Outdoor Space, Bend, OR



5.52



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



5.63

Barbur Shops Project, Portland, OR



5.63

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



5.61

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



5.62

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



5.61



5.63



5.64



5.65



5.66



5.67



Cowiche Canyon Restaurant, Yakima, WA
Graham Baba Architects



5.68



5.69

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



Mass Timber/Gled Laminated Timber Beams
HGA Architecture



5.69

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





5.69

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

Framework Design Guidelines: 5.4 Freestanding Parking Structure

Freestanding Parking Structure Architectural Guidelines

MISSOULA, MONTANA

5.70



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

Background and Introduction

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

The design standards in this section are provided to guide the design of this freestanding parking structure. See "Town Center Character" for design guidelines applicable to parking integrated within other redevelopment at Town Center. Refer to LFP MC 18.42.090 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 DD and referenced throughout these guidelines. Definitions of some of the terms referenced in these guidelines are provided at the end of this document.

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



MISSOULA, MONTANA

5.71

- The parking structure shall be sensitive to the adjacent pedestrian environment and street character. Provide pedestrian access and orientation between the parking structure and other nearby uses, including City Hall, the future bus rapid transit station (on both sides of SR 522/ NE Bothell Way), shopping center entrances, and other building entrances.
- Convenient pathways from the parking structure to these locations shall enhance mobility and connectivity for pedestrians and comply with all applicable accessibility requirements. The pathways between the parking structure and City Hall and between the parking structure and transit stations should provide continuous weather protection to the maximum extent feasible.



SEATTLE, WASHINGTON

5.72

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

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

- The parking structure shall be designed to provide a positive, attractive contribution to the visual environment. See examples A, B, D, E, F, G, H, I, and others.
- Below-grade parking should be incorporated to the maximum extent feasible. The design should have at least one to two levels of parking below grade to reduce the size and bulk of above-grade parking. See examples D, E, and X.



5.74

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

5.73



- Commercial, active, and/or public use spaces shall be integrated into the ground floor, and potentially floors above (see 18.42.090(L)) along at least one side of the structure, wrapping around to a portion of a second side (on the most visible and publicly accessible sides of the structure). See examples A, B, C, D, E, F, G, and others.
- Design entrances and frontages of the parking structure to function as pedestrian plazas/gathering spaces and emphasize pedestrian access locations to and from the building.

BOULDER, COLORADO

5.75



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

- If the structure is located near City Hall, the frontage that is in line with the front of City Hall shall be designed to include commercial, active, and/or public use space at the ground floor and upper floors with a potential physical connection to City Hall, wrapping around to include a portion of the westward facing side.
- All sides of the parking structure outer facades shall have an attractive architectural design. Any frontages that do not include commercial, active, and/or public use shall have architectural treatments with articulation, finishes, and colors that complement those elements of the commercial, active, and/or public use frontages.
- Avoid blank wall faces by providing articulation, modulation, fenestration, and finishes that vertically and horizontally break up the scale of the facade. Architectural treatments and features such as screens, trellises, green walls, art elements, and/or other treatments shall be integrated into the design of the non-active frontages to avoid blank walls on those facades (not applicable to commercial storefronts or other active use frontages). Refer to examples A, G, H, Q, and others.

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

5.76





5.77



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

- Trees and landscaping shall be provided along all sides of the structure to improve visual quality, buffer views of the structure, and enhance the pedestrian environment. Along commercial, active, and/or public use frontages, where frequent pedestrian access would be expected, trees and landscaping can be designed in a streetscape or plaza approach, with trees in grates that meet accessibility requirements (with openings not greater than 1/2 inch wide, a level plane between the grate and adjacent surface, and a coefficient of friction at least 0.6 on flat surfaces) and landscaping in defined planting areas to avoid intrusion on pedestrian access.
- Green walls (see example H), green screens, architectural screens, and public art screens and murals are encouraged. Where appropriate, these elements can be substituted for modulation and articulation in the façade. See examples A, B, G, H, and Q.

5.78



Detailed Architectural Design Guidelines

1. The design of the parking structure shall not give the appearance of a rectangular utilitarian box composed of concrete and/or steel beams and columns and to avoid blank wall faces. To achieve this, all sides of the structure shall be designed to include the following elements.
 - a. Integrate high quality facing materials such as brick, stone, timber, or other construction materials and wall finishes into the design, as approved through the design review process (see examples F, I, J, K, M, X, and others.).
 - b. Include design details that provide an attractive appearance and resemble the look of other high quality commercial, office, or residential buildings, like shown in examples A, B, F, G, I, J, K, M, X, and others.

5.79



5.80



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



5.81

Lake Forest Park City Hall

- c. Design of the parking structure shall be cohesive with surrounding buildings—façade treatment, materials, and architectural details shall relate to the architecture of nearby buildings such as Lake Forest Park City Hall.
- d. Provide horizontal and vertical articulation and modulation in the building façade on all sides of the parking structure, including those that do not include commercial, active and/or public use. The frontage design of non-active sides shall resemble the architecture of the commercial, active, and/or public use frontages, as shown in examples A, B, G, M, and others.
- e. Provide window fenestration (proportionate in pattern and size to the scale of the building) in the façades, even though there may be parking behind the façade and not active use, resulting in the same architectural look on all sides of the building, as shown in examples F and X—design detailing with modulation, articulation, and glazing shall resemble the look of high quality commercial, office, or residential structures on all sides.



5.82

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

- f. Repeated distinctive window patterns should be designed cohesively with the building articulation patterns—windows should be divided into individual units with each window unit separated by a visible mullion or other element.
- g. Avoid overly repetitive modulation techniques, since they may not be attractive or effective when viewed from a distance.
- h. “Ribbon windows” (continuous horizontal bands of glass) or “window walls” (glass over the entire surface) are discouraged.
- i. Provide vertical modulation to enhance architectural scale and compatibility, at an interval of at least two feet in depth and four feet in width, and up to ten feet in depth and fifteen feet in width, combined with a change in siding materials;
- j. Vertical piers in the façade can help to reinforce vertical modulation and convey a “storefront” pattern, with the piers extending at least six inches from the façade in order to create shadow lines that emphasize the vertical modulation;

- k. Include horizontal building modulation techniques that make the architectural scale more compatible with surrounding buildings and add visual interest—horizontal modulation is the horizontal articulation of division of an imposing building façade with architectural treatments, as well as awnings, balconies, roof decks, changes in color and/or building materials within the building

plane, banding of contrasting materials, and other techniques to ensure that the elevation appears less massive than it would be as a sheer, flat surface (see examples A, B, F, G, M, and Q);

- l. Horizontal building modulation shall be cohesive with surrounding buildings and with façade treatments that relate to the architecture of the primary structures on the site.



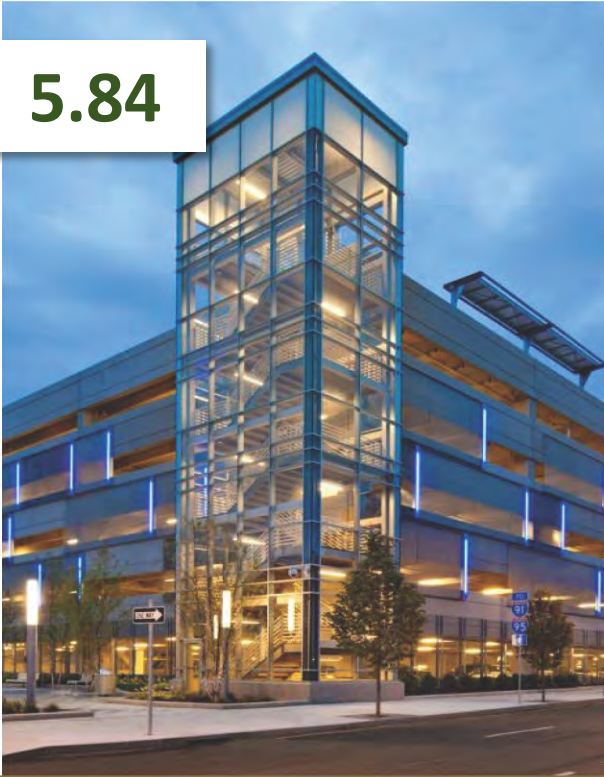
EXAMPLE OF A DESIGN COMPETITION ENTRY FOR A PARKING STRUCTURE WITH PUBLIC SPACE AND CROSS-LAMINATED TIMBER INTEGRATED INTO THE DESIGN.

- 2. Cross laminated timber or other emerging structural materials are highly encouraged, such as shown in example N.

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

5.83

5.84



5.85

5.86



3. Elements such as metal panels or metal mesh screens, trees, landscaping and/or green walls, and public art can be integrated into the façade design to further break up the façade of the long exterior walls, as shown in examples A, B, G, H, and N.
4. Elevator and stairway towers shall be designed to be highly identifiable as attractive architectural features of the structure and with sufficient lighting for 24-hour use, as shown in examples O, P, and Q.

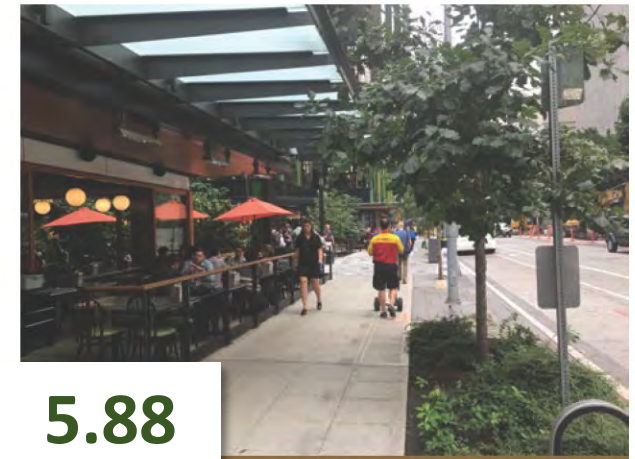
Designing stairway and elevator bays as recognizable architectural features and public art elements that enhance the character of Town Center and the civic presence of nearby City Hall is encouraged.



5.87

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

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



5.88



5.89

5. Special attention shall be given to emphasizing the pedestrian entries of the structure to relate to human scale as shown in examples C and F. The following elements shall be included in the design to enhance pedestrian entries.
 - a. Cover pedestrian areas with overhangs, metal awnings (not fabric), or an extended architectural entry area to provide weather protection.
 - b. Design parking structure entrances so that they are clearly identifiable to pedestrians and use architectural features to highlight and enhance the attractiveness of the entry. Refer to examples C, F, K, and V.
 - c. Provide a greater intensity of lighting at pedestrian entrances to enhance pedestrian safety and security. Refer to examples A, B, J, O, and P.
 - d. Provide courtyards and/or plaza areas immediately adjacent to the pedestrian entrance with landscaping, trees, accent lighting, special paving materials (colored, accent pavers or decorative concrete), public art, benches and seating, trash receptacles, and other furnishings that enhance the entry way and provide comfort and security for pedestrians. Refer to examples R, S, T, U, V, and others.

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

5.90



5.91

*Examples of pedestrian entrances and courtyard spaces, including
the Smithsonian National Museum of Natural History, Washington DC, designed by Sasaki Associates*





5.92

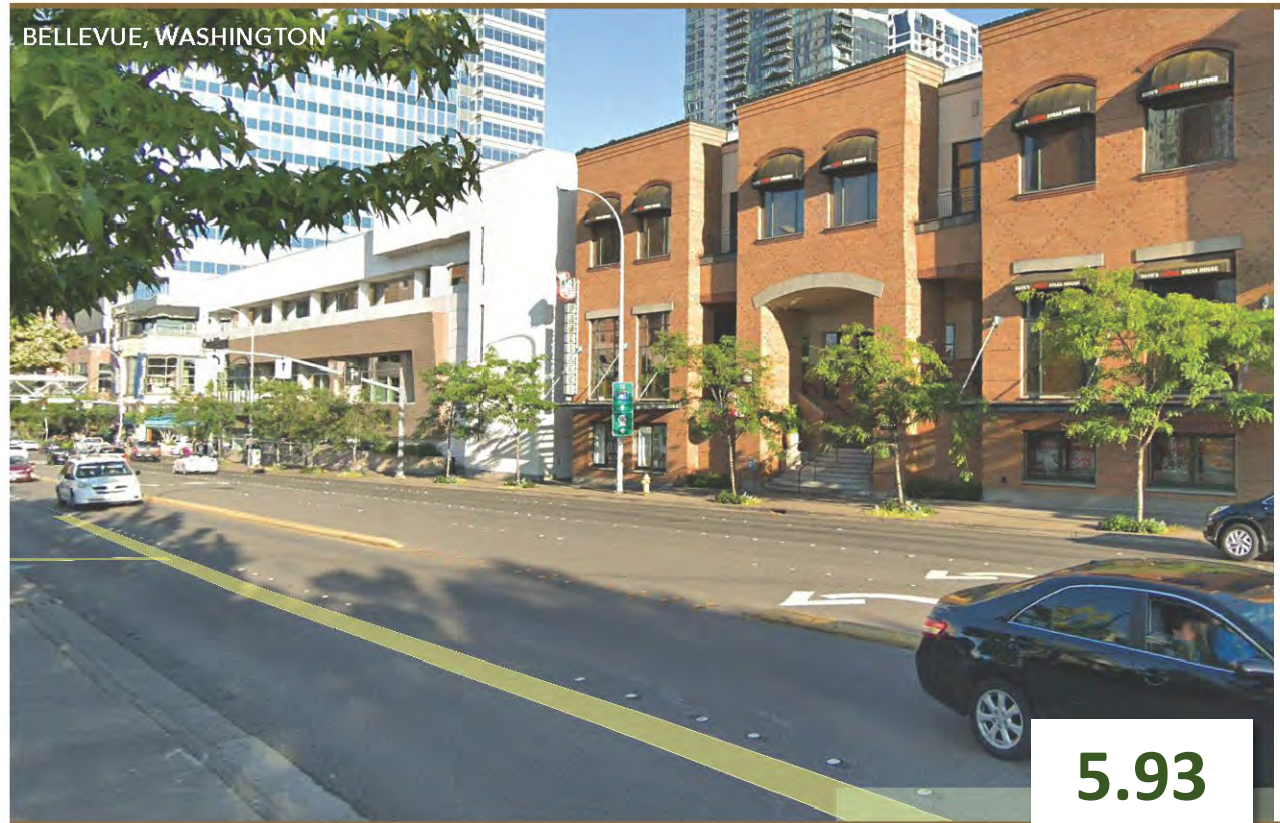
Various examples of covered pedestrian walkways from around the US.



9. Level floor plates (sloped only enough to allow for positive drainage) should be provided where feasible, especially for floor plates that connect to frontages that incorporate commercial/active uses. Level floor plates facilitate conversion to other uses in the future and provide an architectural design that relates to nearby buildings. Sloped ramps on the exterior are prohibited. Portions of the ramping that incorporate parking should be located on the least visible sides of the structure.

10. The overall height of the structure, as well as floor-to-floor heights are important design elements. The maximum height of the structure shall be 35 feet inclusive of the parapet wall, measured from the outside ground level along all frontages.

<reference Code provision here>. Flexibility in the design for later retrofit to other uses should incorporate greater floor-to-floor heights, flatter floors, alternate drainage and utilities positioning and other elements that would allow for easier repurposing into multifamily, retail, office, and other types of mixed-use spaces. Minimum floor to floor heights/clearances of 11 feet are encouraged. In areas of commercial or other active use integrated into frontages of the parking structure, or as separate architectural structures in front of the parking garage, higher ground floor heights likely would be desirable and could be evaluated during the project's design review process.



5.93

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

BELMAR, LAKEWOOD, COLORADO



5.94

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

11. Roofline modulation should be provided to reduce the imposing sense of the horizontal roof line. Varying the height of the parapet wall level is encouraged to avoid the appearance of a flat roofline. See examples F, I, X, and Y.
12. The architectural design of the parapet wall shall be integrated with the other architectural treatments of the structure, compatible with and complementary to the building floor levels. The parapet wall should be finished in a manner that provides an effective screen, masking views of parked cars from adjacent properties and public areas.

VIEWING LOOKING NORTHEAST

13. The provision of public benefits pursuant to 18.42.090(M) will enhance public use and sustainability features of the structure.
- a. Public benefits such as rooftop public use area/viewing space, solar energy elements, civic/community use space in the building, and other features shall be provided, as described in 18.42.090(M). See examples on this page and other pages.
 - b. Rooftop space for public use can be designed for active use and to provide opportunities for viewing Lake Washington and Mount Rainier. Rooftop space should include landscaping and green space.

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

5.95



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

5.96



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

5.97





5.98

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



14. Long term and short term bicycle parking shall be provided per 18.42.090(G). Such parking shall be attractively designed to enhance Town Center character. See examples shown in CC.
15. Depending on commuter patterns, portions of the parking structure could be available for alternative uses during evenings and weekends. See example DD.

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

5.99

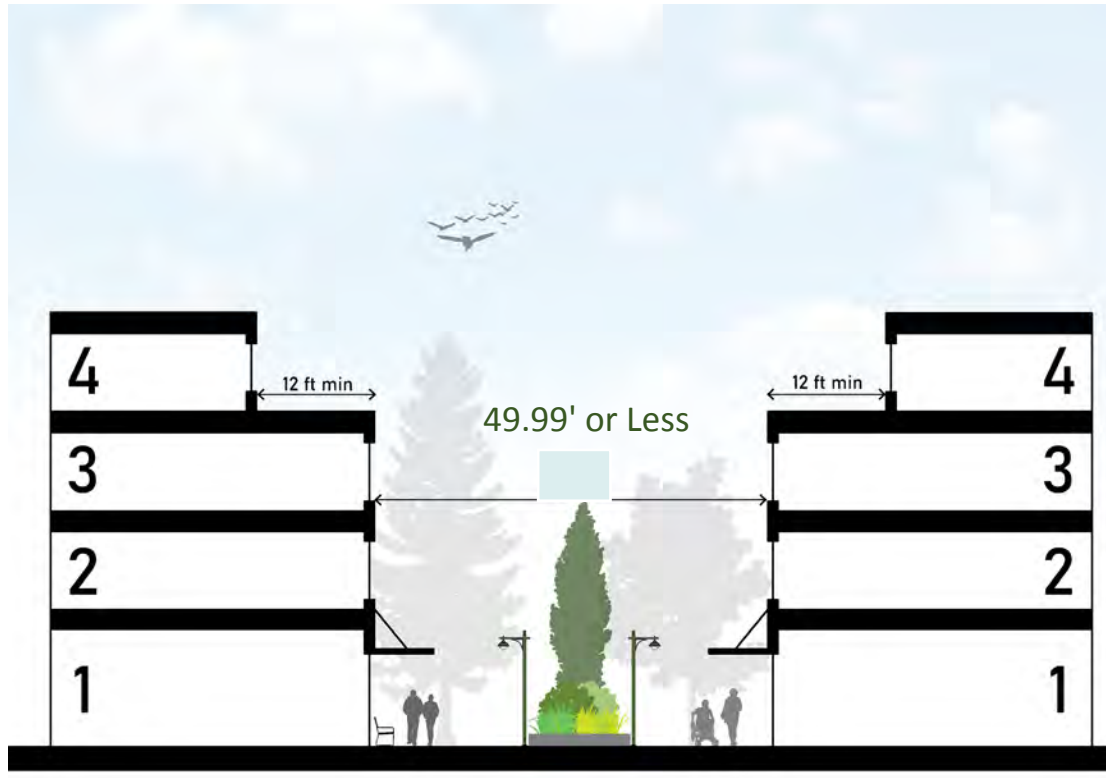


Framework Design Guidelines: 5.5 Development Agreement and Mixed Use Bonus Provisions

**WILL REFER BACK TO EARLIER
IMAGES WHEN REFERENCING
COMMUNITY BENEFITS AND
PUBLIC SPACE OPTIONS WITH
MIXED USE BONUS PROVISIONS**

Building Step Back Requirements

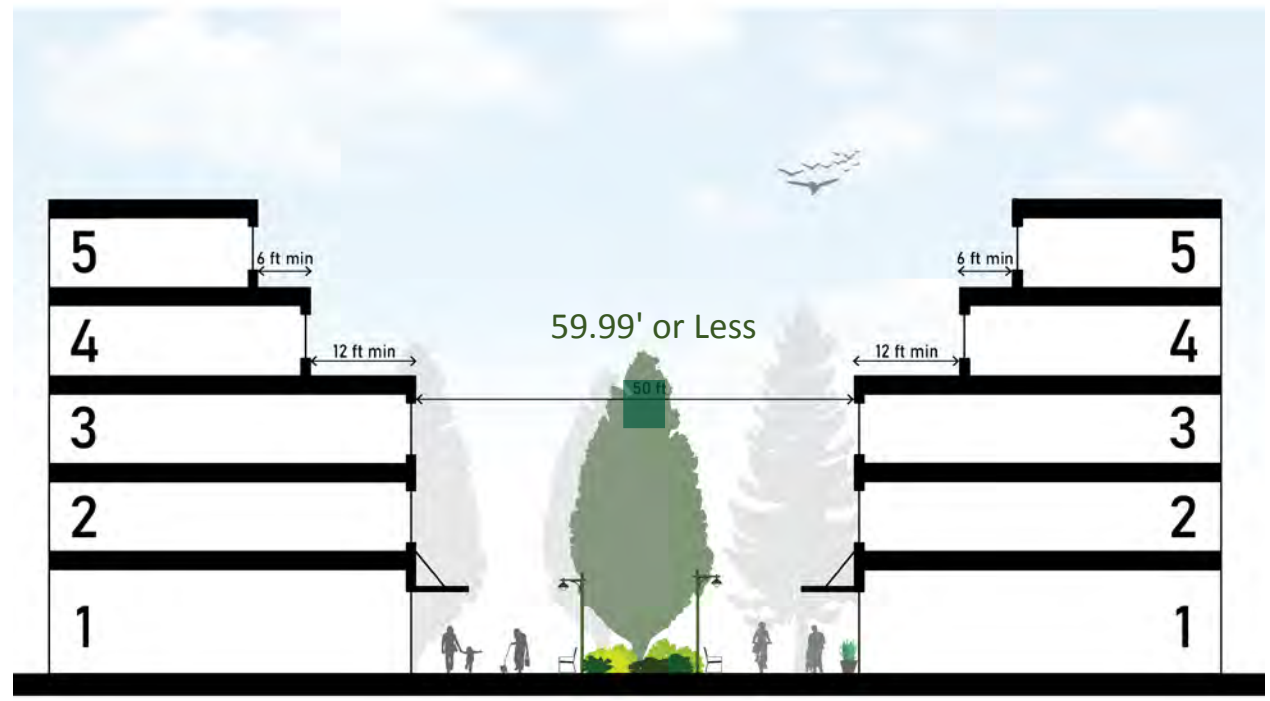
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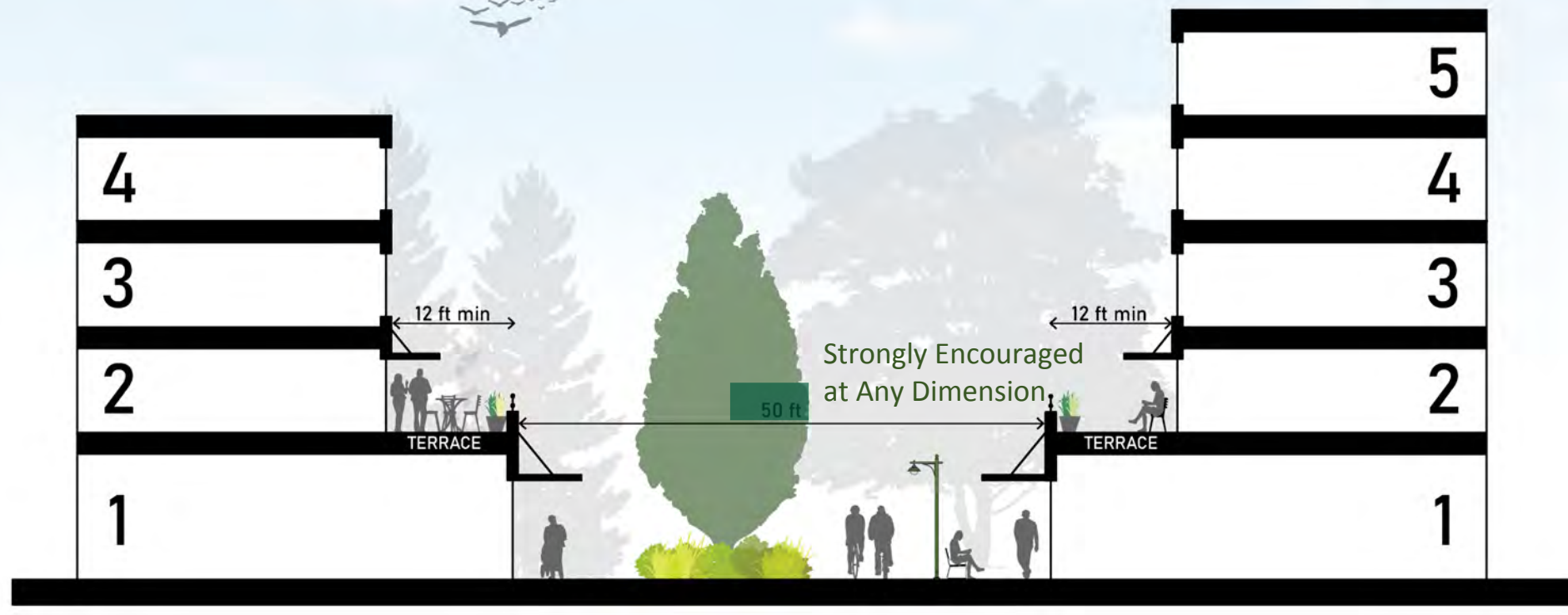
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5.101



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

5.102



5.103

~~PLACEHOLDER IMAGE FOR THIRD PLACE COMMONS ELEMENT – MAY JUST USE PHOTO OF THIRD PLACE COMMONS?~~

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

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



5.104
and
5.105

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





5.106

The Village at Beardslee Crossing
Terrace on Podium, Bothell, WA





Example of Terrace on Podium as Well As Public/Community Benefits via Plaza Space and Amenities

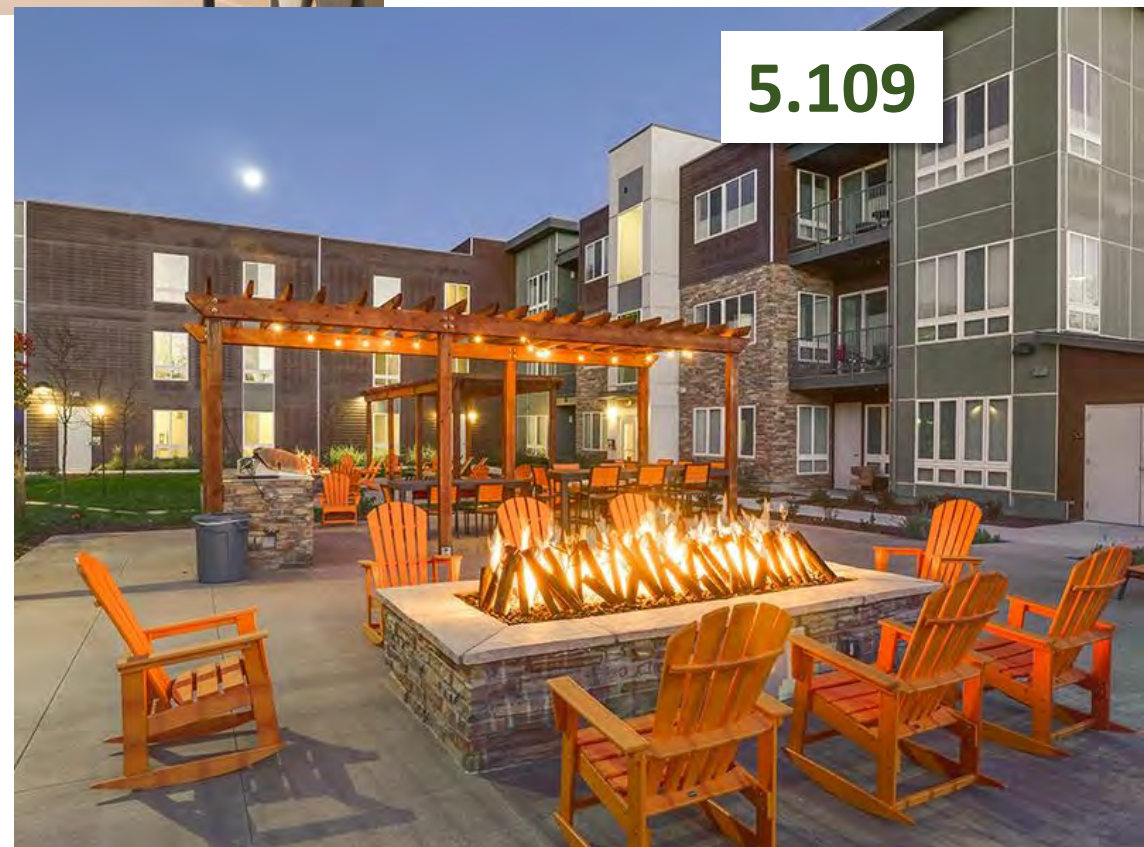
5.107

Woodinville Schoolhouse District Mixed Use, Showing Podium Level Terrace,
Woodinville, WA, MainStreet Properties Group, HAL Real Estate, GGLO Architects



5.108

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



5.109

Rooftop Terrace at the Boulder View Apartments, Boulder, CO