

FRAMEWORK DESIGN GUIDELINES





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Freestanding Parking Structure Architectural Guidelines

Background and Introduction

As part of the regionally-approved Sound Transit 3 Program (ST3), a freestanding parking structure for primary use by commuters accessing the SR 522 Bus Rapid Transit System will be constructed at Lake Forest Park Town Center. Sound Transit has stated that the structure should accommodate a minimum of 300 vehicles. The City of Lake Forest Park is also interested in the inclusion of 50 spaces for police vehicles and public parking in the parking structure.

The design guidelines in this section are provided to guide the design of this freestanding parking structure and represent. See “Town Center Character” for design guidelines applicable to parking integrated within other redevelopment at Town Center. Refer to LFP MC 18.42.XXX for specific code requirements applicable to the freestanding parking structure, including provisions related to height, maximum footprint, integration of commercial, active, and/or public use space, and public benefits. Photographic examples of best practices are labeled A through V and referenced throughout these guidelines.

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



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

Example from Missoula, Montana

Overarching Guidelines

The City of Lake Forest Park will require a high quality of design and detailing for the freestanding parking structure proposed primarily for commuter use at the Town Center. The intent of these guidelines is to convey a clear understanding of community expectations in order to maximize predictability and certainty about design expectations during design review. The following overarching design guidelines should be applied by the design team of the freestanding parking structure.

- The structure should be designed to blend in with the Town Center context and visually complementary to other existing structures in the vicinity. The structure should complement the scale and character of nearby existing buildings and potential future redevelopment.
- Architectural design of the parking structure should emphasize Pacific Northwest style and character, consistent with the style and character envisioned for Town Center as a whole and creating the sense of a forested village setting.
- The structure should be sensitive to the adjacent pedestrian environment and street character. Pedestrian access and orientation between the parking structure and other nearby uses, including City Hall and the future

bus rapid transit station, should be emphasized to enhance mobility and connectivity and to comply with all applicable accessibility requirements.



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

Examples from Missoula, Montana and Seattle, Washington





Popular ground floor public spaces designed with awnings and covered areas for sidewalk seating and attractive architectural details.

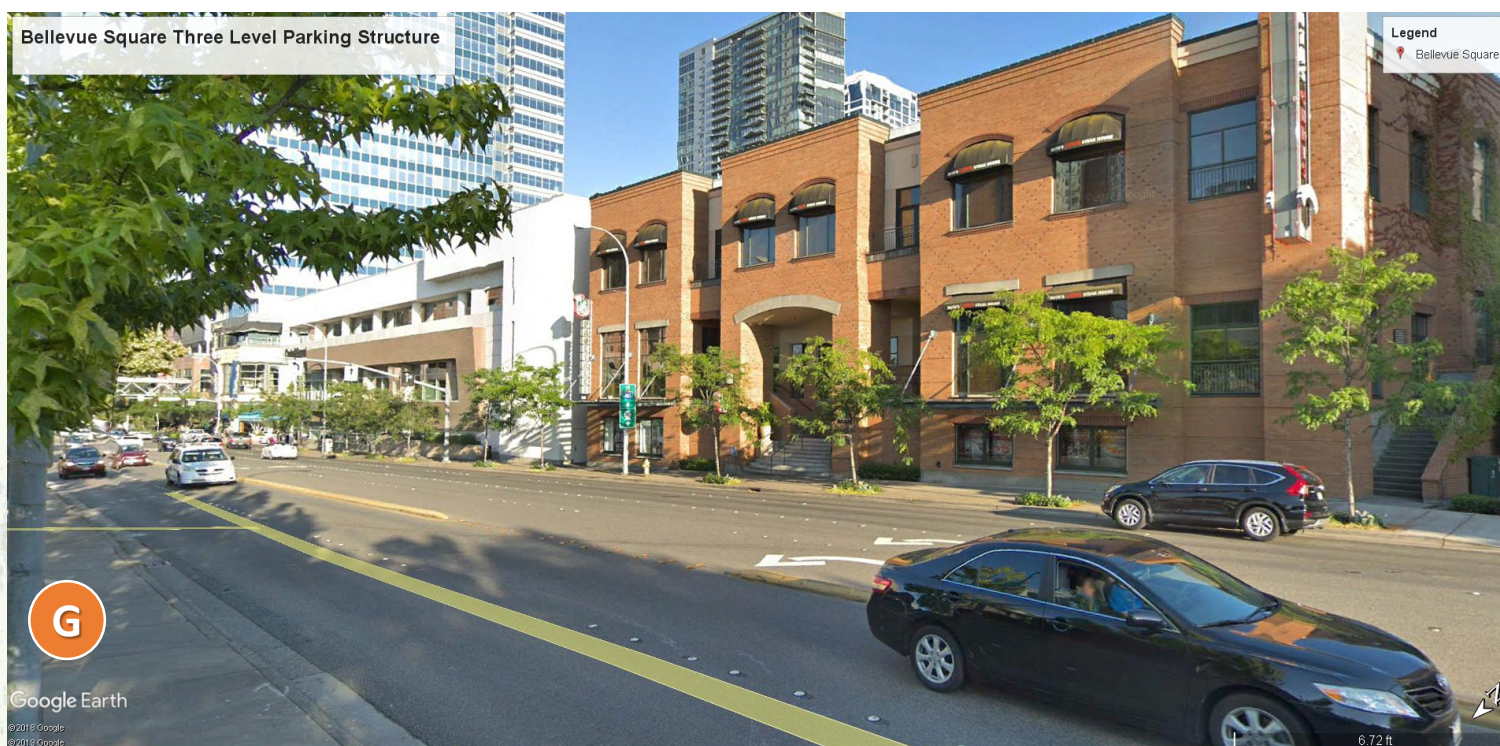


The exterior of the parking structure should be designed to blend with other nearby buildings and should include finishes and articulation resembling other buildings at Town Center.

Example from Boulder, Colorado

- 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 example G.
- The parking structure should be designed to provide a positive, attractive contribution to the visual environment. See examples A, B, F, G, H, and P.
- Commercial, active, and/or public use spaces should be integrated into the ground floor, and potentially floors above (see 18.42.XX) 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.
- If the structure is located near City Hall, the frontage that is parallel to City Hall should 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 should have a unifying design with architectural elements, finishes, and colors that complement those elements of the commercial, active, and/or public use frontages.
- Avoid blank wall faces by providing modulation 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 should be integrated into the design of the non-commercial/active/public use frontages to avoid blank walls on those facades.
- Trees and landscaping should be provided all sides of the structure to improve visual quality, buffer views of the structure, and enhance the pedestrian environment. Green walls, green screens, architectural screens, and public art screens and murals are encouraged. See examples A, G, K, M, N, and P.



Multi-level parking structure fronted with commercial/active use and complementary architectural design to the setting. Portions of the parking structure in example G are below grade.

Bellevue Square, Washington

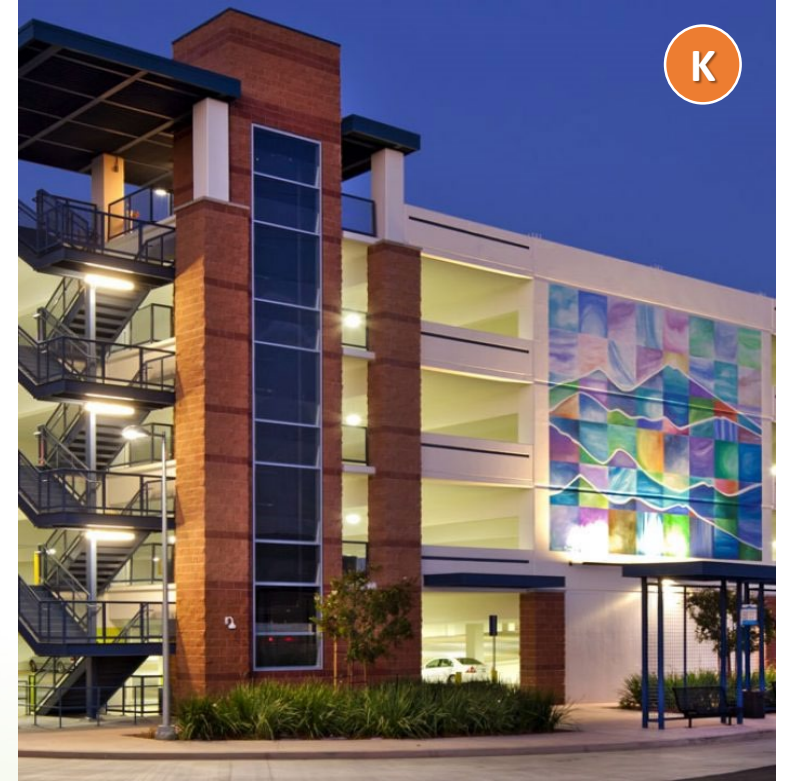
Detailed Architectural Design Guidelines

1. The design of the parking structure should avoid the sense of a rectangular utilitarian box composed of concrete and/or steel beams and columns. All sides of the structure should be designed with high quality facing materials and with design details that provide an attractive appearance and resemble the look of other high quality commercial, office, or residential buildings. See examples A, B, F, G, L, and P.
2. Special attention should be given to emphasizing the pedestrian entries of the structure through architectural features, covered areas for weather protection, architectural treatments and materials that highlight these areas, landscaping, paving, and public art. See examples C, D, E, G, M, N, and O.
3. Elevator and stairway towers should be designed to be highly identifiable as attractive architectural features of the structure and with sufficient lighting for 24-hour use. See examples I, J, and K.
4. High quality materials and finishes should be utilized including brick, stone, or timber (cross-laminated timber or other emerging structurally sufficient materials), as well as the design detailing with articulation and glazing that resembles windows of a quality commercial, office, or residential structure. Metal panels or metal mesh screens and public art treatments may be incorporated in portions of the structure. See example H.



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

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



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. A combination of architectural elements should be incorporated that give the structure and at-grade pedestrian areas adjacent to the structure a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, street front courtyards and plazas outside of retail, office, civic, and/or other active use spaces. See examples A, B, C, D, E, P, and S.
6. Building Articulation and Modulation of Facades
 - a. Architectural design of the facades that provide commercial/active/public use should replicate typical building styles for retail, office, civic, and/or other active use, avoiding blank wall faces. See examples A, B, F, G, and L.
 - b. The following articulation features are strongly encouraged.
 - i. Incorporate fenestration techniques proportionate in size and pattern for the scale of the building.
 - ii. Break up long, continuous walls with a combination of vertical and horizontal building modulation, changes in fenestration, and/or changes in building materials.



Active use space (commercial, civic, etc.) should be incorporated into the ground level and floors above, along public facing frontages and wrapping the corner of the parking structure.

Example from San Antonio, Texas



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

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





Active use space (commercial, civic, etc.) should be incorporated into the parking structure, with architectural detailing in the façade to blend the parking structure levels with the active use levels.

Example from BelMar, Lakewood, Colorado

- iii. Repeat distinctive window patterns 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. “Ribbon windows” (continuous horizontal bands of glass) or “window walls” (glass over the entire surface) are discouraged.
- iv. Vertical modulation should be provided to enhance architectural scale and compatibility, at an interval of at least two feet in depth and four feet in width, up to ten feet in depth and fifteen feet in width, combined with a change in siding materials.
- v. Provide vertical piers that reinforce a “storefront” pattern. The piers should extend at least six inches from the façade.
- vi. Incorporate horizontal building modulation techniques to make the architectural scale more compatible with surrounding buildings and add visual interest. Horizontal modulation is the horizontal articulation or 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. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. See examples A, B, F, G, L, and P.

- vii. Horizontal building modulation should be cohesive with surrounding buildings. Façade treatments should relate to the architecture of the primary structures on the site and should incorporate materials and architectural details from those buildings, such as Lake Forest Park City Hall. See example Q.
- viii. Avoid overly repetitive modulation techniques, since they may not be effective when viewed from a distance.



**Lake Forest Park
City Hall**

*Viewing looking
northeast*

7. Provide covered entry areas with weather protection, such as roof extensions, awnings, overhangs and other features to cover the walkway along the ground floor level. Design can 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 A, B, C, D, E, M, N, and O.
8. 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 A, B, G, and P.
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 facilitate 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. Roofline modulation may also 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 example F.
11. The architectural design of the parapet wall should 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.
12. The provision of public benefits pursuant to 18.42.XXX will facilitate additional space in the structure. Public benefits such as rooftop public use area/viewing space, solar energy elements, civic/community use space in the building, and other features should be provided as described in 18.42.XXX. See examples A,B, R, T, and others.
13. Long term and short term bicycle parking shall be provided per 18.42.XXX. Such parking should be attractively designed to enhance Town Center character. See examples U and V.



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



Green screen (vines on trellis/screen framework) along frontage of a parking structure

Seattle, Washington



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.



U



V

Examples of attractive and convenient long-term and short-term parking options.