

# FREEWAY/TOURIST DISTRICT DESIGN STANDARDS

FOR THE CITY OF

# MOUNTLAKE TERRACE

September, 2010



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The provisions of this document apply to the Mountlake Terrace Freeway/Tourist (F/T) zoning district. These standards shall apply to all development and redevelopment that are zoned F/T. The degree to which each standard applies to a development/redevelopment project shall be evaluated on a case-by-case basis in an effort to achieve an overall design that meets the purpose and intent of the Mountlake Terrace F/T Design Standards. The design elements are intended to foster a cohesive pattern of development that supports pedestrian activity and transit-oriented development in the F/T district.

Each section of these design standards includes examples and illustrations of ways in which the intent of the standard can be achieved. The graphic images are meant to be examples of a concept and are not necessarily the only acceptable means towards accomplishing the intent of the design standards. Applicants and project designers are encouraged to consider designs, styles and techniques not pictured in the examples that fulfill the intent of each of the Freeway/Tourist design standards.

## Pedestrian Activity Areas

### Intent

To provide safe and convenient pedestrian access through a continuous sidewalk along each street frontage.

### Standards

1. A pedestrian activity area shall be located along each street frontage, including public streets and any circulator street. The pedestrian activity area shall be at least 12 feet in width measured from the back of curb, even if part or all of the width is located on private property.
2. The pedestrian activity area shall include directly behind the curb a five-foot wide landscape area that is planted with street trees. If the landscape area is paved, street trees shall be located in pits protected by tree grates. If the landscape area is not paved, it shall be covered by vegetation that consists primarily of ground cover. It may be designed as a rain garden or swale for stormwater management. Other low-rise plantings, as well as pedestrian and bicycle amenities such as bike racks and benches, may also be in the landscape area. Loose rocks and sand are not allowed as part of the landscape area.
3. A sidewalk, at least seven feet in width, shall be located directly behind the landscape area. The sidewalk shall be concrete on a two or two-and-a-half foot grid, with a float finish, built to City engineering standards, provided that a different pavement material may be approved by the Department for sidewalks that front a circulator street. Any different pavement material should be approved only as part of a more complete circulator street treatment, not a single-lot treatment.
4. The sidewalk should be continued, where feasible, across driveways that intersect it. To address grade issues, the sidewalk width may be narrowed to four or five feet across the driveway.
5. Deviations to the above standards, 1-4, may be approved by the Department if necessary for: (a) traffic or pedestrian safety near street intersections or the I-5 right of way; (b) better meeting the intent of this section; or (c) protecting mature trees or environmentally critical areas.



## Pedestrian Connections

### Intent

To create a network of safe and convenient linkages for pedestrians within and between sites.

### Standards

A comprehensive pedestrian connection system shall link all site entrances and building entrances with the sidewalk that fronts the street.

Pedestrian connections shall occur between adjacent developments where feasible.

Pedestrian walkways that provide circulation within a site shall be at least four feet in width. Such walkways shall generally use consistent pavement materials.

Where transit stops occur, pedestrian walkways or sidewalks shall provide a clear and direct connection between the transit stop and the main site entry and/or building entrance, as applicable.

Chain link fencing shall not be used to separate pedestrians from vehicular traffic.



## Street Trees

### Intent

To provide a tree-lined street frontage that features foliage, shade, visual character, and environmental quality.

### Standards

1. "Street trees" refers to trees that are located adjacent to streets. The street trees may be part of a pedestrian activity area or in another previously approved location.
2. Street trees in pedestrian activity areas shall be planted at a distance from each other of approximately twenty-five to thirty feet on center.
3. Street trees shall be located either in pits with tree grates of about five by five feet or in a continuous planting strip with other plant material.
4. Where tree grates are used, they shall be ADA accessible.
5. If a street has a uniform planting of street trees or a distinctive species, then new street trees should be of a similar height and form as the existing trees.
6. Street trees shall be installed in a planting bed or pit that provides a hospitable growing environment and be of a type and size approved by the Department for compatibility with the urban street system or a comprehensive planting plan. (The Department may provide a list of compatible tree types, planter preparation, and tree installation details.)



## Driveways

### Intent

To site driveways in a manner that encourages a contiguous, uninterrupted sidewalk, maximizes on-street parking capacity, and reduces unnecessary turning movements on arterials.

### Standards

1. Vehicular driveways shall be located on streets other than arterials whenever possible.
2. For Building District E, no more than one driveway per lot shall be located along 244th Street SW.
3. Driveways along the circulator street should be consolidated between developments for shared access whenever possible.
4. Driveways should be of as narrow a width as possible in order to retain on-street parking capacity, minimize the amount of pavement, and use land efficiently, while still providing safe access.



## Parking Lot Location

### Intent

To locate parking lots in a manner that is not visually dominant from the street and to encourage shared parking uses.

### Standards

1. Parking shall not be located between a building and the street, except as necessary for the reuse of an existing building or as applicable under another standard in this section. (Note: For purposes of the F/T Design Standards, "street" does not include Interstate-5.)
2. Within District D, parking lots shall not be located between a building and the street except as authorized under a site plan approved by the Department. To the extent feasible, parking shall be located within a structure or in a location that is not visually dominant from the street.
3. In Building Districts E and F, which have relatively small lots (parcels), parking may be located between a building and the street. However, in such cases, the preferred location for on-site vehicle parking is adjacent to a secondary street, rather than to 244th Street SW.
4. Every reasonable effort shall be made to provide parking facilities that are shared between developments.



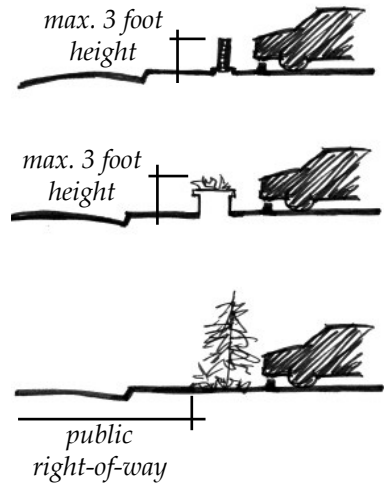
## Parking Lot Screening

### Intent

To reduce the visual impact of parking lots through the use of landscape buffers or architectural screening features.

### Standards

1. Parking lots that abut a street shall be screened with one, or a combination of, the following treatments, in addition to any other applicable landscape or screening requirements:
  - a) low walls made of concrete, masonry, or other similar material that reflects the building architecture in material, texture and color, and not exceeding a maximum height of three feet
  - b) raised planter walls, with at least a two foot interior width, planted with a minimum of 80% evergreen plant materials. Total height of wall and the plant material not to exceed three feet
  - c) landscape planting consisting of 80% evergreen trees, shrubs, and groundcovers, generally at least five-foot width.
  
2. Walls and/or raised planters shall be designed to be viewed from all sides.
  
3. Walls and raised planters shall not exceed a maximum height of three feet, unless all of the following are provided:
  - screen treatment does not create a safety hazard
  - portion of treatment that is above three feet in height is a minimum of 75% transparent (i.e. see-through metal railing or other similar treatment).
  
4. Chain link fencing shall not be permitted to screen or enclose parking areas or separate pedestrians from the street system.



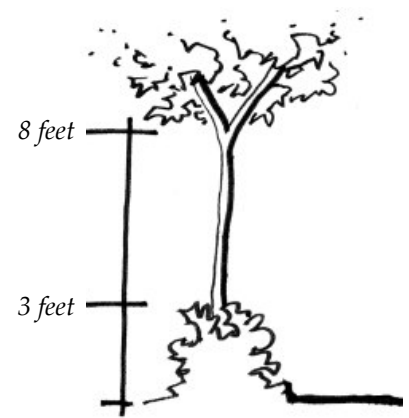
## Parking Lot Interior Landscaping

### Intent

To reduce the visual impact of parking lots interiors through the use of landscape areas, trellises and/or other architectural features.

### Standards

1. Parking lot landscape shall be used to reinforce pedestrian and vehicular circulation, including:
  - at parking lot entrances
  - at ends of driving aisles
  - to define pedestrian walkways through parking lots.
2. Any landscape areas next to a pedestrian walkway shall be maintained or plant material chosen to maintain, a clear zone generally between three and eight feet from ground level.
3. Trees and shrubs shall be appropriately setback in planter areas wherever vehicle overhang extends into landscape areas. Planter area widths must be sufficient to accommodate trees and shrubs without vehicle damage.
4. For parking lots that contain greater than fifty parking spaces, the location of interior landscape islands shall be allowed to be consolidated for planting of large stands of trees to break up the scale of the parking lot.
5. For parking lots with at least six parking spaces, the number of trees required in the interior landscape area in parking lots shall be dependent upon the location of the parking lot in relation to the building and public right-of-way:
  - Where the parking lot is located between the building and the public right-of-way, or circulatory system, one tree for every six spaces shall be provided (1:6)
  - Where the parking lot is located to the side of the building and partially abuts the public right-of-way, or circulatory system, one tree for every eight spaces shall be provided (1:8)
  - Where the parking lot is located behind the building and is not visible from the public right-of-way, or circulatory system, one tree for every ten spaces shall be provided (1:10).
6. Rocks, pebbles, sand and similar non-living materials may not be used as groundcover substitutes, but may be allowed as accent features within landscape planting areas so long as the area covered by such features does not exceed 5% of the total landscape planting area.



## Lighting - Site and Parking Lot

### Intent

To maintain a safe and secure pedestrian environment through the use of adequate lighting.

### Standards

1. Parking lot lighting shall be appropriate to create adequate visibility at night and evenly distributed to increase security.
2. Night lighting shall be provided where stairs, curbs, ramps, abrupt changes in walk direction, and crossing vehicle lanes occur.
3. Exterior shields or through optics within the fixture or other acceptable light shielding means.
4. Pedestrian scale lighting and/or bollard lighting shall be used to define pedestrian walkways, crosswalks, connections and/or other pedestrian areas within a site development.
5. All lighting shall be energy-efficient, glare-free and shielded from the night sky and spill over onto adjacent properties, through use of all lighting shall be shielded from the sky and adjacent properties either through.



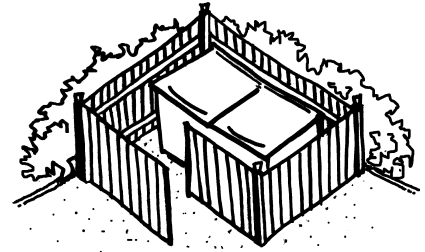
## Service Elements Screening

### Intent

To reduce the visual impact and provide screening of trash, service, loading and storage areas, and at grade mechanical/electrical equipment.

### Standards

1. On-site service facilities, such as loading docks, dumpsters, etc., shall be located in an area that is least visible from the public right-of-way the circulatory system or common areas. Service areas located in a visible area due to site constraints, they shall be screened from public or common view (vs. service view only) using landscaping and/or screen walls.
2. When located next to a parking lot, service areas shall be placed in such a way as to be as visibly unobtrusive as possible from primary pedestrian walkways and the main parking area.
3. All loading, and trash collection areas that are within twenty feet of a public right-of-way, circulatory system, residential zone, or an internal pedestrian walkway shall be screened by a combination of masonry, wood, and/or planting areas. Full screening shall be at least six feet high.
4. At-grade mechanical or electrical type equipment (such as cabinets), that are within ten feet of a residential zone, a public right-of-way, or circulatory system or an internal pedestrian walkway shall be either screened or concealed as part of a landscape or architectural feature (e.g., within an artificial boulder).
5. Loading and service areas shall not face any residential district, unless no other location is possible due to site constraints.
6. Landscape screening shall be used in combination with architectural features or landforms.
7. Service elements visible from view from overhead, from on or off site, shall include overhead screening.



*Dumpster screening with easy access hinge doors*



## Landscape Areas

### Intent

To reinforce the character of Mountlake Terrace through site landscaping.

### Standards

1. Perennials and/or annuals are encouraged to provide special interest and highlight pedestrian areas such as building and site entrances, public open space, plazas, and major pedestrian connections.
2. Rocks, pebbles, sand, and similar non-living materials shall not be used as groundcover substitutes, but may be used as accent features provided such features do not exceed a maximum 5% of the total landscape area.
3. All areas not otherwise devoted to landscape required by these standards, or by parking, structures, or other site improvements shall be planted or remain in native, non-invasive vegetation.



## Circulator Street

### Intent

To provide street access and circulation, including access from an arterial, for motorized transportation, bicyclists, and pedestrians at the Gateway Place development.

### Standards

1. The circulator street(s), as defined in MTMC 19.60.10, shall include travel lanes that have a combined width of at least 20 feet for motor vehicles.
2. As building and site development occurs over time, the circulator street shall provide for pedestrian activity areas.
3. Landscaping along the circulator street shall be maintained to ensure an attractive environment.
4. Use of pervious surfaces and low-impact stormwater management features is encouraged.
5. Sidewalk bulb-outs, crosswalks or other methods that help pedestrians safely cross the street should be employed in key locations.



## Massing, Articulation, and Entrances

### Intent

To ensure that the size and volume of buildings in the F/T zoning district are at an appropriate human scale and that pedestrian access from the sidewalk is provided.

### Standards

All the following standards apply to any building or portion of building that faces a street. Standards 4 and 5 also apply to buildings or any portions of building facing and within 100 feet of a residential zoning district.

1. The “top” of the building shall emphasize a distinct profile or outline with elements such as a projecting parapet, cornice, upper level setback, or pitched roofline.
2. A primary pedestrian entrance shall be provided that is easily visible from the public right-of-way or from a circulator street shared by multiple businesses. If the building has more than one side adjacent to a street, such as a corner-lot building, only one side of the building facing the street needs to have a primary pedestrian entrance.
3. On sloped sites, the primary pedestrian entrance should be located in the place that requires the least amount of grade change between the primary pedestrian entrance and the sidewalk.
4. Façades longer than 40 feet in Building Districts A, B, and D and longer than 25 feet in Building Districts E and F and visible from public right-of-way or residential areas shall be broken down into smaller units through the use of articulation.
5. Articulation for façades may include offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs or other elements of the building’s mass. Simply changing color of materials is not sufficient to accomplish this goal.



## Wall Faces

### Intent

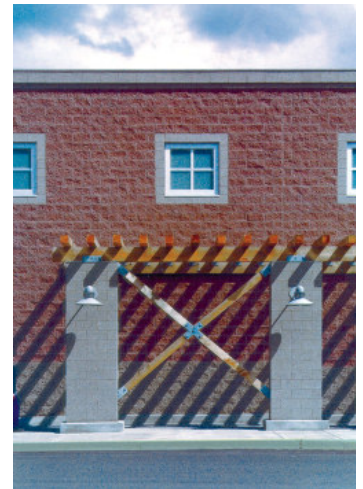
To ensure that buildings do not display unembellished walls visible from public or common residential areas.

### Standards

The following standards are applicable to walls facing a street or an abutting residential zoning district. An element that has been used to satisfy some other code provision cannot be counted again.

Each item selected shall by its scale, frequency or mass contribute a strong architectural character to the building wall.

1. As applicable, each side of a building shall be given architectural treatment to meet the intent of this section by using two or more of the following:
  - a) varying rooflines with one foot or greater changes of height at least every 40 feet
  - b) transparent windows that comprise at least 15% of the visible façade
  - c) secondary entrances that include noticeable glazing and landscape treatment
  - d) balconies
  - e) awning/canopy
  - f) planted trellises
  - g) textured surfaces
  - h) projecting cornices at least twelve inches in height
  - i) variation in form and materials approved as meeting the intent.
  
2. As applicable, where transparent windows are not provided on at least 30% of walls (or portions of walls) to meet the intent of this section, at least two of the following elements shall be incorporated:
  - a) masonry (but not flat concrete block)
  - b) concrete or masonry plinth at wall base
  - c) belt courses of a different texture and color
  - d) projecting cornice
  - e) projecting awning/canopy
  - f) decorative tilework
  - g) trellis containing planting
  - h) medallions at intervals of twelve feet or less
  - i) opaque or translucent glass windows
  - j) artwork of a scale clearly visible from the associated right-of-way
  - k) vertical articulation
  - l) lighting fixtures
  - m) recesses or bays
  - n) an architectural element not listed above approved as meeting the intent.



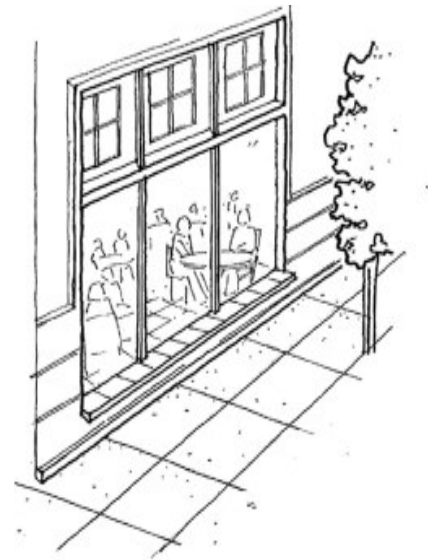
## Transparency

### Intent

To provide visual connections on the ground (street/pedestrian) level between activities inside and outside of buildings.

### Standards

1. A minimum of 25% of any ground floor façade facing and within 100 feet of a street shall be comprised of glazing from windows or doors.
2. In Building Districts A, E, and F, reflective glass or film shall not be permitted on the ground floor façade.
3. At least 50% of the required glazing area must be transparent.



## Roof Expression

### Intent

To ensure that rooflines present a distinct profile and appearance for the building and express the neighborhood character.

### Standards

1. Buildings shall include extended parapets, pitched roofs or projecting cornices to create a prominent edge when viewed against the sky.
2. Regardless of location on a lot flat, unembellished parapets shall not be permitted.
3. "Green roofs" (i.e., roofs that are planted with vegetation) and roofs that provide deck space for people to use are encouraged.



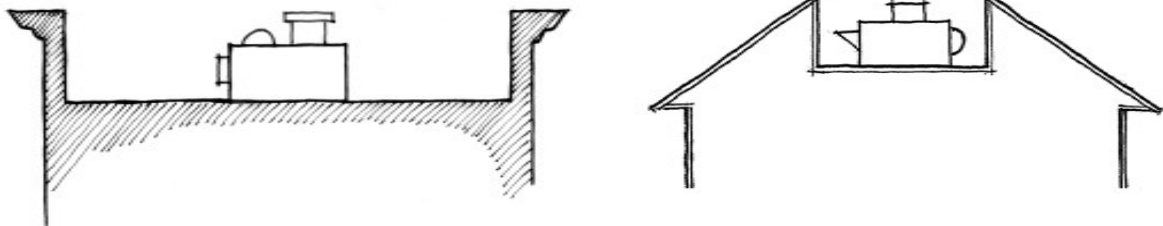
## Screening of Rooftop Equipment

### Intent

To screen or visually integrate into the structure the view of any rooftop mechanical and communications equipment whether viewed from the ground level of nearby streets and residential areas or elevations of structures on or off site.

### Standards

1. Mechanical equipment shall be screened from ground view by extended parapet walls or other roof forms that are integrated with the architecture of the building.
2. Painting rooftop mechanical equipment or erecting fences are not acceptable methods of screening or architecturally integrating rooftop equipment.
3. 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.
4. When needed to achieve visual screening from potentially taller buildings in the vicinity, overhead screening or a fully enclosed structure may be required.



## Sign Integration with Site and Building

### Intent

To ensure that signage is a part of the overall design approach of a project -- not an additive element or afterthought.

### Standards

1. The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, it is expected that such signs shall be in conformance with an overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development.
2. Signs shall not be mounted on the roof or extend higher than the roof edge, parapet, or exterior wall, except that signage is allowed on or above awnings or projecting roof features that provide weather protection for the front entry area and are lower than the predominant street-facing roofline.
3. Monument signs may be up to five feet in height and shall incorporate art features or plantings around the base.
4. Monument or pole signs in excess of five feet in height are permitted only along the frontage of I-5.
5. Chapter 19.135 MTMC also applies, provided that if any provisions of Chapter 19.135 conflict with the above standards, these standards (1-4, as applicable) shall apply.

