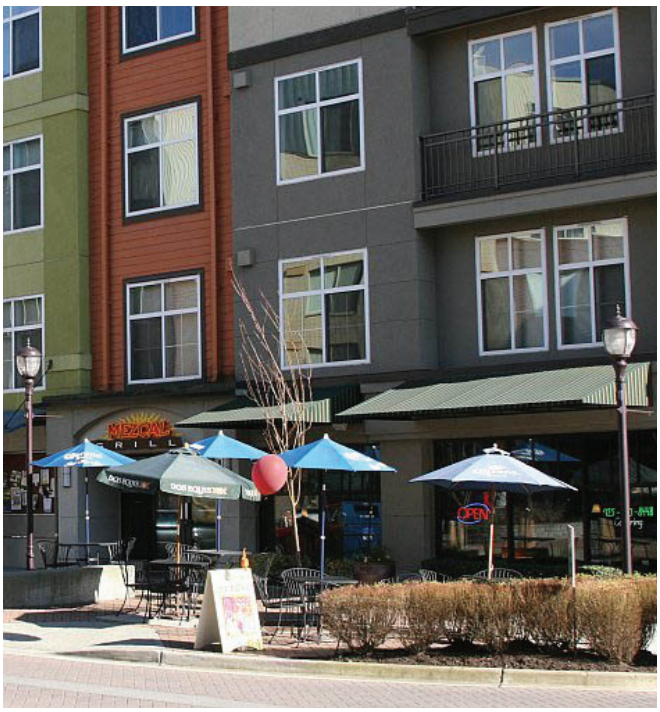
City of Kent

Midway Design Guidelines



envision MIDWAY
a collaborative planning project

KENT
WASHINGTON

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City of Kent

Midway Design Guidelines

Ordinance No. 4010 Adopted December 13, 2011
By Kent City Council

City of Kent
220 Fourth Avenue South
Kent, WA 98032

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Contents

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MIDWAY
DESIGN GUIDELINES

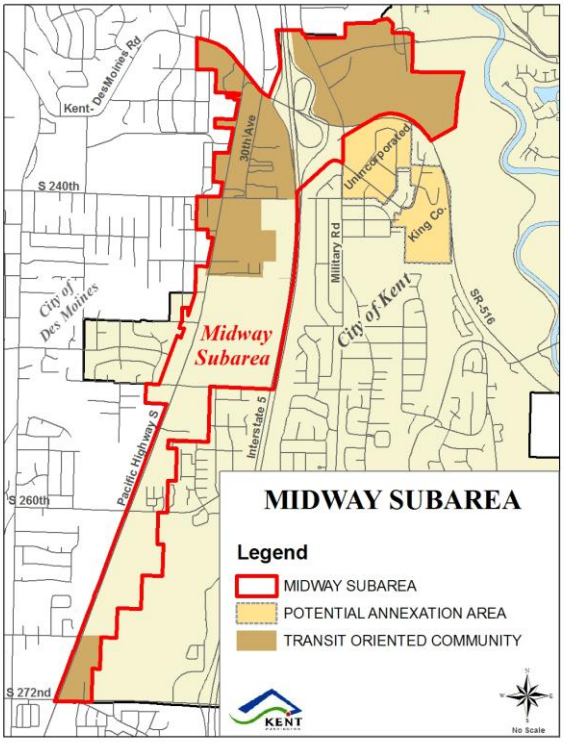


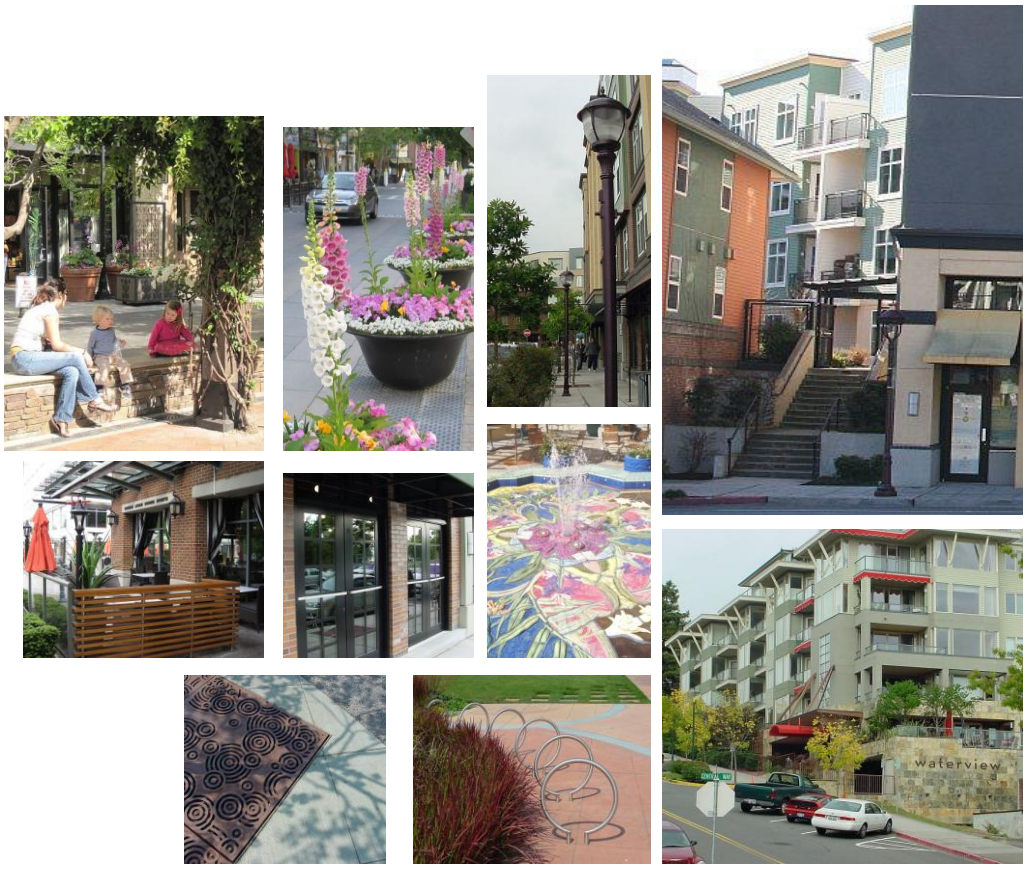



INTRODUCTION

The purpose of the Midway Design Guidelines (the Guidelines) is to establish a flexible framework of design options for creating interesting and high quality commercial, multi-family residential and public projects. The Guidelines apply to pedestrian-oriented places located around Sound Transit light rail stations planned near Highline Community College and near the intersection of South 272nd Street and Pacific Highway South (SR-99) with a Midway Transit Community 1 (MTC-1), Midway Transit Community 2 (MTC-2) or Midway Commercial/Residential (MCR) zoning district. The intent of the Guidelines is to establish a consensus of quality, unity, and conformity illustrated in a menu of design options that define a minimum condition for approval. For continuity along our shared boundary, the Midway Design Guidelines will have a counterpart in the City of Des Moines.

The Midway Design Guidelines reflect the vision found in the Midway Subarea Plan. In addition to their application to private development projects, the Guidelines will be applied to street improvements, parks and other public facilities in an effort to create a setting that is special, dynamic and safe for civic activities. The Guidelines are not intended to slow or restrict development. Instead, they provide predictability and consistency to the development review process.





DESIGN GUIDELINES

Overview of Character

The vision for Midway is an active place where commerce, education and cultural events are integral to the fabric of the community; it is a place where broad spectrums of people live. This new 'urban center' is built around a light rail station, making the automobile less of a necessity for those who live or work there. Parks and outdoor gathering places provide a common ground where people meet and where nature rejuvenates the body and spirit. These green spaces, whether located on roof tops and terraces or on the ground, provide a sustainable method for managing stormwater runoff from this urban landscape.

Midway is a walkable place where pedestrian circulation is convenient, attractive and safe. Pedestrian-oriented streets provide a high-quality

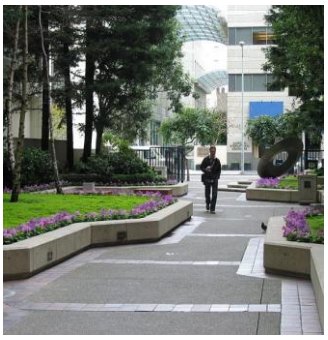
environment where the spatial and functional integration of sidewalks and building elements complement each other. There is an ease of movement, and linkages are easily identifiable for the pedestrian.

While the automobile continues to have a presence, particularly along Pacific Highway South (SR-99), the pedestrian has an equal status. Street and building design elements are integrated for walkability and to promote the identity of Midway. Gateways identify Midway and the cities of Kent, Des Moines, and Federal Way. Development can capitalize on scenic views to the Puget Sound Basin. The following overarching design concepts represent the intent of the Midway Design Guidelines:

Promote Architectural Compatibility
Reflect the 21st Century.

Establish Gateways and Neighborhood Identity
Create a unique identity for those who live and work in Midway, along with those who pass through, while smoothing the transitions from a mixed-use commercial environment to the surrounding single-family neighborhoods.

Protect and Enhance Views
Promote the view potential of Midway and Kent-Highlands by siting and designing new construction in a manner that maximizes capturing territorial views iconic to the Puget Sound Basin.


Site Design

Site design is the arrangement of buildings, landscaping, open space, circulation elements, and other features in response to unique site features and surrounding context.


1. Site Characteristics

Overview: The built environment should be oriented to respond to specific site conditions and opportunities such as proximity to prominent intersections, topography, significant vegetation and views, or other natural features such as sunlight.

Intent: To locate buildings strategically to create a sense of place, encourage synergy with its surroundings, and optimize sustainable design.

Guidelines:

1.1 Reinforce established community gateways through the use of architectural elements, streetscape features, artwork, landscaping, signage, or references to the history of the location.

1.2 Provide outlooks and overlooks for the public to view public open space or territorial views of mountains or water bodies.

1.3 Minimize shadow impacts to public parks and multi-modal trails.

1.4 Configure the development to lower its impact on the environment through:

a. Solar orientation
b. Storm water run-off, detention and filtration systems
c. Sustainable landscaping
d. Versatile building design for adaptive reuse during the building's life cycle

2. Heart Locations

Overview: *Heart Locations* serve as the perceived center of commercial and social activity within a neighborhood. These locations have an identity and are anchors for the community.

Intent: To enhance and promote the central character of *Heart Locations* through appropriate site planning and architectural treatments, giving high priority for improvements that focus on the public realm.

Guidelines:

2.1 Provide design treatments to respond to identified *Heart Locations* as listed below:

a. Light rail station
b. Parks and plazas
c. Commercial intersection nodes

2.2 Provide primary entry treatments and façade amenities to respond to centers of commercial and social activity at *Heart Locations*. Primary entries shall provide a minimum of four (4) amenities listed below:

a. Weather protection
b. Lighting
c. Public art
d. Special paving
e. Landscaping
f. Additional public or semi-public open space

3. Topography

Overview: The built environment should reflect, rather than obscure, natural topography.

Intent: To respond to topographic conditions of the site and its neighbors:

Guidelines:

3.1 Step buildings up slopes to accommodate significant changes in elevation.

3.2 Utilize topographic considerations to reduce the visibility of parking garages.

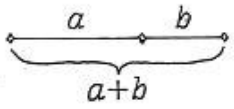
4. Street Compatibility

Overview: The character of a street defines the human experience; from the eyes of the pedestrian, the street with its sidewalks and related spaces is perceived as individual "rooms". The sidewalk and related spaces need to be safe, welcoming, and easy to navigate. Buildings and other structures play a significant role in creating this pedestrian friendly environment.

Intent: To site buildings in a way that acknowledges and reinforces the desirable spatial characteristics of the right of way and pedestrian realm.

Guidelines:

4.1 Establish entries that are clearly identifiable and visible from the street, and create a sense of human scale as exemplified in the "Golden Ratio".



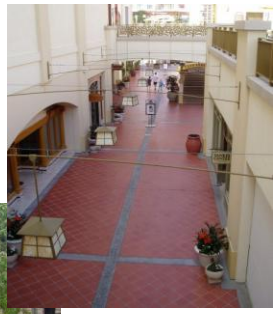
The total length of ***a***+***b*** is to the longer segment as ***a*** is to the shorter segment ***b***. Two quantities are in the Golden Ratio if the ratio of the sum of the quantities to the larger quantity is equal to the ratio of the larger quantity to the smaller one. The Golden Ratio is often denoted by the Greek letter *phi*.

4.2 Where appropriate, consider a reduction in the amount of commercial and retail space at the ground level to create transition zones between commercial and residential areas. Transition zones may include:

a. Locating office uses adjacent to residential
b. Locating parking niches as a buffer to residential uses
c. Locating plazas or alcove entryways between uses
d. Orienting retail entries away from residential uses

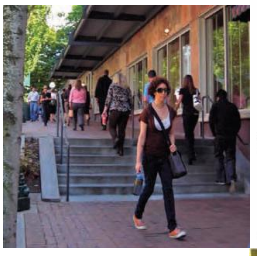
4.3 Provide a minimum sidewalk area of 12 feet with eight (8) feet for sidewalk and four (4) feet for street trees, landscaping and other pedestrian amenities.

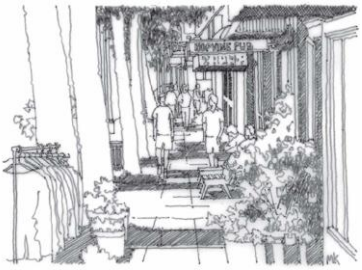
4.4 Design for a network of safe and well-lit pedestrian connections between buildings to encourage human activity and link existing activity areas at a minimum of every 400'.



4.5 Discourage closed campuses by keeping pedestrian connections open.

5. Human Activity





Overview: Lively street edges make for safer streets. Ground floor shops and services needed by residents attract market activity to the str**e**et and increase safety through informal surveillance.

Intent: To encourage human activity on the street through site planning, architectural design and business activity.

Guidelines:

5.1 Consider accommodating outdoor dining opportunities, by setting portions of the building back and providing plazas, generous walkways, or open windows to bring the activity to the public sidewalk edge.

5.2 Create activity clusters through appropriate co-location of uses.

5.3 Encourage commercial activities to spill out at a maximum of two (2) feet onto the public sidewalk, maintaining adequate clearances for pedestrian movement.

5.4 Provide street level transparency to encourage interaction between people and the activities within the interior of a building. The following examples of undesirable design treatments are prohibited:

a. Windowless walls
b. Mirrored or non-transparent glass
c. Backs of display cases in windows
d. Window frame bottoms located above waist level as measured from a non-sloping street
e. Interior walls, equipment, or functional layout that hampers the intent of transparency as stated above


6. Pedestrian


Overview: Successful pedestrian-oriented places require convenient, safe and interesting circulation opportunities.

Intent: To create a rich, attractive, and safe pedestrian-oriented environment that facilitates movement and provides interest.

Guidelines:



6.1 Provide a pedestrian-friendly streetscape with connectivity, interest and amenities that emphasize details and quality materials, such as:

a. Short blocks
b. Safe and well lit crosswalks
c. Wide walkways for easy passage
d. Tree grates
e. Seating
f. Lighting

6.2 Provide a generous amount of weather protection along sidewalks or other walkways adjacent to buildings to enhance the pedestrian environment.


6.3 Buildings over 200 feet in length and contiguous with public parks or open space shall provide a wide, safe, and interesting pedestrian thoroughfare connecting the community with the adjacent public amenity.

6.4 Maintain a continuous and safe public streetscape for the pedestrian considering the following design techniques:

a. Provide generous sidewalks (minimum 12’ wide) for pedestrians to easily pass potential commercial activities spilling outside the business establishment.

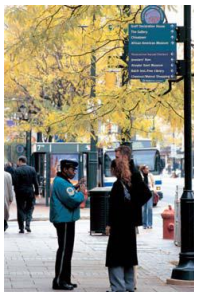
b. Limit gaps in the streetscape by restricting parking access to the minimum width required by code.

c. Set buildings as close as possible to the sidewalk, with ground floor display windows that provide views to the interior.

d. Provide pedestrian interest every 25 feet using display window, entrances, pedestrian-oriented signs, or exterior light fixtures that also complement the building architecture, plantings, or artwork.

e. Define an amenity zone for understory plantings, street trees, benches, trash and recycling receptacles, bike racks and the like (note: bundle newspaper dispensers, delivery service drop boxes to minimize clutter, having no more than four [4] dispensers per block).

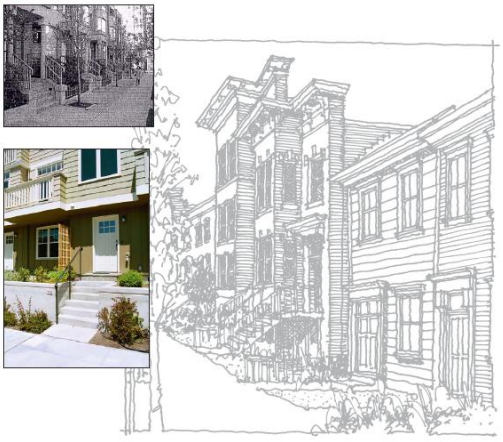
f. At corners where buildings are set back: provide a generous pedestrian space, ensuring the area contains sufficient edges, amenities and activities to support a place for people to gather (i.e., seating, planting, lighting, trash receptacles, etc.).



6.5 Provide 'way-finding' signs for pedestrians to navigate the neighborhood.

6.6 Provide a safe, attractive, pedestrian-friendly environment within shopping centers to facilitate movement internally and to adjacent uses, such as:

a. Landscaped pedestrian walkways
b. Seating
c. Lighting



7. Transition Between Residence, Street, and Adjacent Sites

Overview: For residential projects, the space between the building and the sidewalk should provide security and privacy and encourage social interaction among neighbors. Buildings should respect adjacent properties, particularly less intensive uses.

Intent: To create a safe, attractive, and comfortable transition between private and public spaces for residential uses.

Guidelines:

7.1 Step back the upper floors, or increase the side or rear setback, so that window and balcony areas are farther from the property line.

7.2 Stagger residential windows to not align with adjacent windows.

7.3 Encourage site planning to create the following:

a. Courtyards
b. Common gardens
c. Common pathway
d. Front entrance stoops/rear at-grade access
e. Small private garden

7.4 Accommodate a variety of residential uses such as townhouse, live-work, apartment, student and senior living.

8. Parking and Vehicle Access

Overview: Parking lots, garages and driveways can have a negative impact on the pedestrian environment and adjacent properties and should be minimized to maintain a level of pedestrian compatibility and human scale.

Intent: To reduce the impact of surface parking lots, garages and driveways through site planning.

Guidelines:

8.1 Surface parking shall be located at rear or side of building site.

8.2 Surface parking lots shall not exceed thirty (30) stalls per building complex within the Midway Transit Oriented Community 2 District.

8.3 Minimize number and width of driveways and curb cuts.

8.4 Share driveways with adjacent property owners.

8.5 When building sites are sloped, locate parking in lower level or less visible portions of site while maintaining views to the parking from nearby buildings.

8.6 Provide car-sharing opportunities to lower parking requirements.

9. Screening of Dumpsters, Utilities and Service Areas

Overview: Unsightly service elements can detract from the visual aesthetics and compatibility of new projects with the community and create hazards for pedestrians and vehicles.

Intent: To site the service elements like trash dumpsters, loading docks and mechanical equipment of new buildings away from the street front where possible. When these elements cannot be located away from the street front, they should be situated and screened from view and shall not be located in the pedestrian right of way.

Guidelines:

9.1 Locate utility meters, dumpsters, mechanical units and service areas away from the street front.

9.2 Screen dumpsters, mechanical units and services are behind a screen wall or fence so that it is not visible from the building entrance.

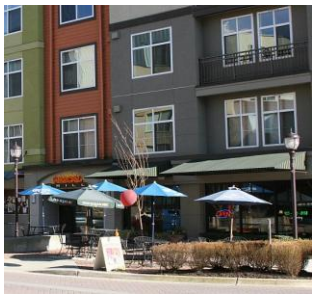
9.3 Use durable materials that complement the building for screening.

9.4 Incorporate landscaping to create a more effective screen.

9.5 Locate the opening to the service area away from the sidewalk.

9.6 Prohibit the location of service elements like mechanical equipment, signal controls, and utility meters at or above grade in the pedestrian right of way.

9.7 Utilize principles of Crime Prevention through Environmental Design when siting service elements.


ARCHITECTURAL DESIGN

Architectural design, choice of construction materials, and how the built form sits within the context of its surroundings influence the sense of place. A well-designed building should be welcoming, add human interest, and allow opportunities for meaningful social interaction.

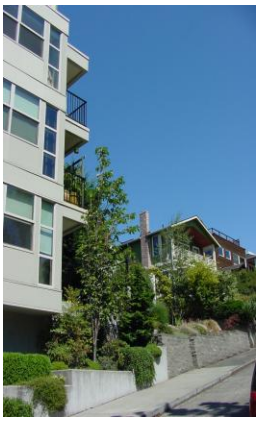
10. Height, Bulk and Scale

Overview: Projects should be compatible with the scale of development anticipated by the applicable Zoning Districts for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones as well as the pedestrian environment.

Intent: Projects located along different zone edges or next to public spaces or which have unusual physical characteristics such as large lot size, unusual shape, or topography, should be developed in a manner that creates gradual transition in perceived height, bulk, and scale.

Guidelines:

10.1 Consider a variety of factors to address height, bulk and scale impacts on adjacent properties with different zoning district designations, including the following:



a. Distance from the edge of a less intensive zone
b. Differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.)
c. Effect of site size and shape
d. Type and amount of separation between lots in the different zones (i.e., separation by only a property line, by a street, or by other physical features such as grade changes)

10.2 Utilize careful siting techniques and design treatment to achieve compatibility with surrounding land uses, including the following:

a. Architectural style
b. Details (such as rooflines and window treatments)
c. Color and materials
d. Landscaping or other screening
e. Co-locate existing uses or zoning districts.

10.3 Reduce height, bulk and scale of the proposed structure as needed to mitigate adverse impacts to adjoining public amenities, including sidewalks, parks, and open space and to achieve an acceptable level of compatibility, by including the following:

a. Articulate the ground floor building facade vertically or horizontally in intervals that conform to new neighboring structures.

b. Step back building upper levels from original footprint starting at the third story and once again when the building exceeds 6 stories to take advantage of views, increase sunlight at street level, and create a pedestrian scale.

c. Set back buildings located at street intersection corners to promote visibility and encourage pedestrians to gather.

d. Increase building setbacks from a less intensive zone edge.

10.4 Use architectural features to reduce building scale, such as:

a. Landscaping, trellis
b. Variety of complementary building materials
c. Detailing, accent trim, fenestration, or modulation

11. Architectural Context and Features

Overview: Building design elements, details and massing should create a well-proportioned and unified building form, exhibit an overall architectural concept, exhibit features identifying the functions within the building, complement physical conditions of existing development, and if appropriate pioneer and establish a pattern or identity from which future development can take its cues.

Intent: To focus on the design consideration of organizing the many architectural elements of a building into a unified whole, so that details and features can be seen to relate to the structure and not appear as add-ons, and the building form derives from its function and integrates into the surrounding architectural context.

Guidelines:

11.1 Create a well-proportioned and unified building form that exhibits an overall architectural concept expressed in distinct architectural features and details.

11.2 Architectural features shall include a minimum of three (3) of the following:

a. Building modulation or articulation
b. Bay windows or balconies
c. Corner accent, such as a turret or clock tower
d. Garden or courtyard elements (such as a fountain or gazebo)
e. Rooflines
f. Building entries
g. Building base

11.3 Architectural details shall include a minimum of five (5) of the following:

a. Treatment of masonry - such as ceramic tile inlay, paving stones, or alternating brick patterns

b. Treatment of siding - such as wood siding combined with shingles

c. Articulation of columns
d. Sculpture or art work
e. Architectural lighting
f. Detailed grills and railings
g. Special trim details and moldings
h. Trellis or arbor
i. Awnings or canopies

11.4 Exhibit building form and features that identify the functions within the building, such as:

a. Grand entry for financial institution
b. Balconies for residential

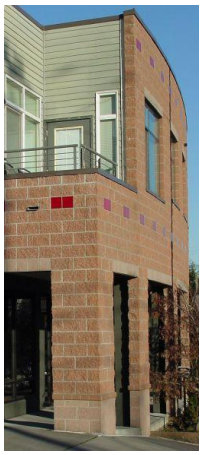
11.5 Clearly distinguish roofline or top of the structure from the building's facade.

11.6 Ensure new buildings are compatible with existing architectural features that have set an aesthetic pattern, including the following:

a. Fenestration patterns
b. Building proportions
c. Building materials

11.7 Design and organize the "fifth elevation" — the roofscape — rooftop elements to minimize visual impacts from surrounding buildings.

12. Exterior Finish Material



Overview: Building exteriors should be constructed of lasting, renewable, and easy to maintain materials that are attractive even when viewed up close.

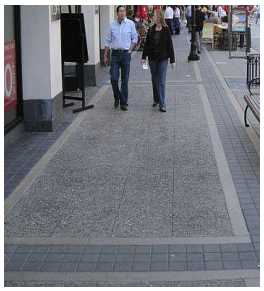
Intent: To encourage the use of durable and sustainable building materials that have texture, pattern, or lend themselves to a high quality of detailing.

Guidelines:

12.1 Use materials that by their nature, provide a sense of permanence, and can provide texture or scale that helps new buildings fit better into their surroundings. Examples of these exterior building materials include the following:

a. Stained or painted wood siding
b. Shingles
c. Brick
d. Stone
e. Ceramic and terra-cotta tile

12.2 Provide entries, plazas, or other semi-public or public spaces with a visually interesting ground plane, such as:



a. Use of local materials
b. Recording history and tradition
c. Designs that delight

13. Human Scale

Overview: The term 'human scale' generally refers to architectural features and site design elements oriented to human proportion and activity. A building has a good human scale if its details, elements and materials allow people to feel comfortable using and approaching it. Features that give a building human scale also encourage human activity (see Golden Ratio in glossary).

Intent: To design new buildings and public spaces that incorporate architectural features, elements and details that achieve a good human scale.

Guidelines:

Utilize the following building elements to achieve human scale:

13.1 Distinctive ground floor building materials from upper stories.

13.2 Alternation of dormers, stepped roofs, gables or other roof elements to reinforce the modulation or articulation of the structure.

13.3 Pedestrian weather protection in the form of canopies, awnings, arcades or other elements wide enough to protect at least one person.

13.4 Pedestrian-oriented open space such as a courtyard, garden, patio, or other unified landscaped areas.

13.5 Bay windows that reflect an internal space such as a room or alcove.

13.6 Large areas of glazing separated through the use of moldings or door jambs.

13.7 Trim or molding that appears substantial from the sidewalk and is separated from adjacent windows by a vertical element.

13.8 Windows with small multiple panes of glass.

13.9 Window patterns, building articulation and other treatments that help to identify individual residential units in a multi-family building.

13.10 Visible chimneys.

14. Commercial Entrances

Overview: The space between the building and the public right-of-way may be conducive to pedestrian or resident activity. In a business district, where pedestrian activity is desirable, the primary function of open space between commercial buildings and the sidewalk is to provide visual and physical access to activities such as vending, sitting or dining, as well as convenient and attractive access to the building. Whether for commercial activity or user access, the semi-public and private space should ensure comfort and security, be sufficiently lighted, and entry areas should be protected from the weather.

Intent: To provide opportunities in commercial and mixed-use buildings for entrances and associated spaces that are lively, attractive, comfortable, and secure for the pedestrian or resident.

Guidelines:

14.1 Where there is sufficient distance between the building and the public right-of-way, provide the following features:

a. Walking surfaces with attractive pavers
b. Area for commercial display or activities
c. Landscaping that screens undesirable elements or that enhances the public space and architecture
d. Site furniture, artwork or amenities such as fountains, benches, pergolas, kiosks, etc.
e. Other methods that meet the intent of these criteria

14.2 Ensure special detailing or architectural features at entrances, such as the following:

a. Ornamental glazing, railings or balustrades
b. Awnings or canopies
c. Decorative pavement and lighting
d. Seating
e. Architectural molding
f. Planter boxes, containers, or trellises
g. Artwork signs and visible building address
h. Other methods that meet the intent of these criteria

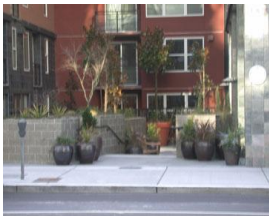
15. Residential Entrances

Overview: Whether housing is mixed in with commercial projects or stand alone, entries need to provide security, a sense of privacy, and identity for the occupants and their visitors.

Intent: To provide safety, privacy and visual interest for residential uses.

Guidelines:

15.1 In residential mixed-use buildings, enhance the character of the streetscape and create a transition between the public sidewalk and private entry by providing the following:



a. Recessed or courtyard entries
b. Small gardens

c. Weather protection and/or grand canopies
d. Stooped entries or grand stairways
e. Change in glazing or window frame
f. Contrasting trim or distinctive surrounds
g. Lighting
h. Distinctive addressing
i. Accented paving
j. Other methods that meet the intent of these criteria

15.2 Create unique unit entries in townhouse/rowhouse residential buildings by providing the following:

a. Entrances with stoops
b. Covered porch or entry
c. Transitional spaces such as portals or arcades
d. Distinctive paving of on-site walkways
e. Surrounds around entry doors using color, texture and building material

16. Blank Walls

Overview: In the pedestrian-oriented Midway Transit Oriented Community, every effort should be made to avoid large blank walls to increase pedestrian interest and reduce opportunities for taggers or other graffiti.

Intent: To ensure a friendly streetscape, blank walls should be avoided, and if they are unavoidable, they should receive design treatment to increase pedestrian comfort, interest, and visual aesthetics.

Guidelines:

16.1 Avoid large blank building walls especially near public and private sidewalks and pedestrian pathways.

16.2 Avoid retaining walls that extend higher than eye level near a public sidewalk and between properties.

16.3 Provide special treatment for blank walls longer than twenty (20) feet and visible from pedestrian walkways, parking areas, and adjacent properties. The following treatments may be used:

a. Vertical trellis supporting climbing vines.

b. Planter bed containing a rich assortment of plant materials that vary in height, texture, and color.

c. Pedestrian-oriented art (mosaic, mural, decorative masonry pattern, sculpture, relief, etc.) over a substantial portion of the blank wall surface.

d. Other methods that meet the intent of these criteria.

17. Parking Near Sidewalks

Overview: Parking below grade or structured parking is preferred; however, some surface parking lots near sidewalks are expected. Parking lots near sidewalks are similar to blank walls, adding little interest to the pedestrian experience. Minimally

parking lots should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

Intent: To design parking facilities that are pedestrian-friendly, safe, and easily maintained to maximize a lively street front.

Guidelines:

17.1 Separate surface parking lots or carport areas adjacent to public rights of way by a low screen wall with plantings or plantings alone 24 to 36 inches high (and per KCC 15.07 and Kent Design & Construction Standards).

17.2 Ensure parking structures at-grade and accessory parking garages are architecturally compatible with the main structure and streetscape using architectural detailing (i.e., frieze, cornice, canopy, overhang, trellis or other devices to cap the parking structure).

17.3 Design a parking structure to provide visual interest to the streetscape or adjacent property by providing the following:

a. Commercial uses at the ground floor.
b. Dense landscaping that provides variety, height, texture, and color.
c. Landscaping and architectural features to parking entrances.
d. Techniques found in the Blank Walls section of Architectural Design.

17.4 Ensure pedestrian walkways, ramps, and stairways associated with surface parking or parking structures are well-lit for safety with non-glare lighting to respect adjacent uses (see Kent Design & Construction Standards).

18. Personal Safety and Security

Overview: New projects should consider opportunities to enhance personal safety and security for the residents, workers, shoppers and visitors who enter the area.

Intent: To reduce crime and create an increased feeling of personal safety and security through increased activity at street level using building design elements and improved pedestrian gathering places.

Guidelines:

18.1 Enhance public safety to foster 18-hour public activity. To accomplish this goal, utilize the following methods:

a. Strategically locate pedestrian and streetscape lighting.

b. Focus on key functional or aesthetic elements such as doorways, windows, signage, and architectural details.

c. Design public spaces to have clear sight lines.

18.2 Use reduced glare security lighting fixtures so as not to hamper the vision of pedestrians, bicyclists, drivers or adjacent property uses.

18.3 Consider motion-detector lights in areas not needing constant night lights.

18.4 Use landscaping that maintains visibility, such as short shrubs and pruned trees, so there are no branches below six (6) foot height at 10 years after installation.

18.5 Use creative ornamental grille as fencing or over ground floor windows wherever appropriate.

18.6 Design parking areas to allow natural surveillance by maintaining clear lines of sight both for those who park there and for occupants of nearby buildings.

18.7 Encourage "eyes on the street" through placement of windows, balconies and street-level uses.

18.8 Ensure natural visibility of children's play areas and other semi-public spaces.

19. Signage

Overview: There are two environments within the Midway Overlay District. One fronts SR-99 and is Highway Oriented with large volumes of traffic moving at relatively high speeds. The other environment is more Pedestrian Oriented and located on streets to the east and west of SR-99 where the streets are narrow, vehicular speeds are greatly reduced, and the pedestrian is dominant. While different, both are treated as pedestrian-oriented by providing visual interest and human dimension to street-level building facades. The following are additional guidelines for signage.

Intent: To create signs that are engaging, creative, and effective for a variety of user groups and respond to a variety of pedestrian and vehicular environments.

Guidelines:

19.1 Design signage as an integral part of the building façade and architecture adding interest for the pedestrian and integrity in building design.

19.2 Encourage creative and individual expression in the design and placement of signs.

19.3 Encourage creative, sculptural, and neon signs.

19.4 Placement of signage shall not obscure or overlap architectural elements.

19.5 Glass buildings shall incorporate a sign band into the building design to accommodate signage.

19.6 High-rise buildings shall consolidate multiple signs.

19.7 For development over 2 acres in size, a Master Sign Plan shall be created that is in keeping with the objectives of the Midway Design Guidelines.

20. Lighting

Overview: Lighting plays a critical role in the character of a place as well as for safe movement of pedestrians and vehicles. Well

designed lighting limits glare and light pollution while providing security. Light can also provide visual interest by accenting trees, building facades, or providing fanciful ambient light.

Intent: To provide artificial lighting that promotes visual interest and a sense of security for people in commercial and residential areas during evening hours.

Guidelines:

20.1 Encourage illuminating distinctive features of the building, such as entries, signage, and areas of architectural detail and interest.

20.2 Ensure lighting fixtures complement the building façade.

20.3 Utilize energy-saving night lighting.

20.4 Utilize downward-directed lighting at entries and along walkways so as not to cast glare into right of way and neighboring uses (see Kent Design & Construction Standards.

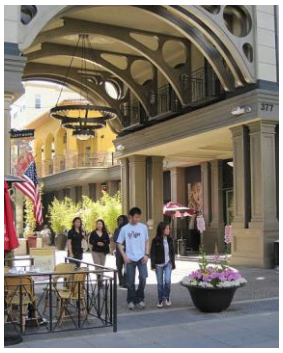
Public and semi-public

20.5 Street Lighting shall be non-glaring with cut off fixtures to minimize light spilling over onto adjacent properties or public ROW as specified in Kent's Design & Construction Standards (KDCS). If these guidelines and the KDCS conflict, the guidelines control.

20.6 Pedestrian-oriented lighting shall be used in all parks, plazas, or pathways to provide safety while minimizing light spillover on to adjacent properties.

Private

20.7 Ensure flood lighting in delivery areas is directed downward to limit glare and is active only during the time of delivery; otherwise, security lighting in delivery areas or high risk areas shall be low wattage and directed downward to be sensitive to adjacent uses.



20.8 Ensure accent lighting is appropriate to and complements the overall character of the public or semi-public setting.

21. Landscaping and Open Space

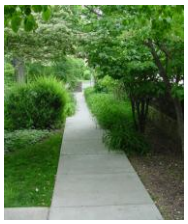
Overview: Landscaping and green open spaces within the land use designated Midway Transit Community soften the urban form by integrating the building into the natural environment and creating public and semi-public spaces for human interaction.

Intent: To create an intimate and human scale environment through the use of hardscape or greenscape which reinforces, complements and enhances the public streetscape and public open spaces and contributes to the natural environment while discouraging oversized spaces that lack human scale.

Guidelines:

21.1 Landscaping includes living plant materials, special pavements, trellises, screen walls, planters, site furniture and similar features that enhance the overall project design. Utilize the following guidelines:

a. Select plant materials based on soil conditions and light exposure first, followed by form, texture and color to ensure an interesting landscape that will thrive within the niche in which they have been planted.



b. When selecting plant materials, utilize drought tolerant species and plants that support wildlife by creating habitat.

c. Use similar landscape construction materials, textures, colors or elements to fit into the surrounding context to achieve design continuity.

21.2 Create plazas and courtyards that are welcoming and comfortable for human activity and social interaction while moving through, as well as sitting and standing within. Amenities to consider are:

a. Planters and trees
b. Seating - benches, tables & chairs, low seating walls
c. Special paving
d. Bollards or other pedestrian lighting that accent the building and landscape, while facilitating pedestrian movement
e. Public art
f. Water feature

21.3 Take advantage of special on-site conditions such as slopes, view corridors, significant trees, nearby publicly owned greenbelts or open space, or adjacent private open space in the following manner:

a. Support the creation of a passive and active open space that may include pooling on-site open space requirements to create larger spaces.

b. Whenever possible, link semi-public spaces with adjacent public open spaces to facilitate movement from one place to another.

c. Wherever possible, retain existing mature trees in a manner that ensures longevity.

d. Street trees shall not be planted within 20 feet of any street light (see Kent Design & Construction Standards).

e. If a street has a uniform planting of street trees, or a distinctive species, install street trees that match the existing tree form or species (per KCC 6.10).

21.4 Enhance the built form through the use of plant materials, paving, and other features such as the following:

a. Emphasize entries with special planting, decorative paving and lighting.

b. Consider special features within a courtyard such as a fountain or pool.

c. Consider integrating artwork into publicly accessible areas to evoke a sense of place.

d. Distinctively landscape open areas created by building modulation.

e. Incorporate upper story planter boxes and roof planters.

f. Encourage water features, including natural marsh-like installations.

g. Where wheelchair ramps are provided on the street front, include a planting strip next to the sidewalk.

DEFINITIONS

Articulation – Where built elements connect.

Balcony – A balcony projects from a building and is enclosed by a railing, balustrade, or parapet.

Bay Window – A bay window protrudes from an exterior wall.

Blank Walls – A blank wall is over five feet (5') in height measured from finished grade at the base of the wall and longer than 20' measured horizontally, and does not have any significant building feature, such as a window, door, or other special wall treatment along that surface.

Courtyard – A courtyard is an open space that is enclosed on three or more sides by walls or a building, and that is open to the sky.

Façade – Generally, a façade refers to one side of the exterior of a building, especially the front since it is the most important from a design standpoint and typically contains the primary public entry and faces the public street.

Fenestration – Fenestration is the design and arrangement of openings in a building envelope, such as windows, doors, and skylights.

Gateways – Key intersections that are entranceways into the Midway Subarea.

Golden Ratio – The golden ratio is a mathematical constant and used in the arts by architects and artists in an effort to proportion their works to be aesthetically pleasing. The following is the algebraic expression of the geometric relationship:

$$a + b/a + a/b = \varphi$$

Pedestrian-friendly – Pedestrian-friendly, or walkability, is a measure of how friendly an area is for walking. Factors influencing walkability include the presence or absence and quality of footpaths or sidewalks, traffic and road conditions, land use patterns and their intensity, building accessibility, and safety, among others.

Pedestrian Scale – Pedestrian scale is the perceived height and bulk of a building relative to other forms in its context.

Service Areas – Service areas refer to enclosed or open areas, containing equipment and uses such as ground level mechanical equipment, utility vaults, loading zones, outdoor storage areas, and trash and recycling areas.

Site Planning – Site planning is the organization and arrangement of structures, land form, circulation, parking, landscaping, drainage, privacy, public open spaces, and other facilities on a specific site. Good site planning will result in a cohesive site design concept and take into consideration natural features, slope, hydrology, vegetation, land ownership, orientation, the uses and design of neighboring sites, and other features in the immediate vicinity of the site.

Streetscape – The streetscape is the visual character and quality of a street as determined by various elements located between the edge of the street and the building face, such as trees and other landscaping, street furniture, artwork, transit stops, utility fixtures and equipment, and paving. Where there are frequent and wide spaces between buildings, the streetscape will be defined by the pattern of building and open space and the character of that open space.

Surface Parking – Surface parking is single level vehicular parking located at ground level.

Structured Parking – Structured parking is a multiple level structure designed specifically to be for automobile parking, in whole or in part.