Ordinance No. 3457

(Amending or Repealing Ordinances)

CFN=131 – Zoning Code & Amendments
Passed – 5/4/1999
Central Avenue Design Amendments
(Amending Sec. 15.09.046 formerly 15.09.048)

Amends Ords 3050; 3409; 3424

Amended by Ord. 3525
Amended by Ord. 3742
Amended by Ord. 3988
ORDINANCE NO. 3457

AN ORDINANCE of the City Council of the City of Kent, Washington, amending the Section 15.09.040 of the Kent Zoning Code, adding a new subsection entitled “Central Avenue District Design Review.”

WHEREAS, the Kent City Council adopted the downtown plan in 1989 establishing a policy framework for a pedestrian oriented downtown community and establishing general design review criterion for site design, landscape design, building design, and pedestrian orientation; and

WHEREAS, in 1992, the City Council designated downtown Kent as an urban center pursuant to the county-wide planning policies developed under the Growth Management Act and which envisioned urban centers as areas of concentrated employment and housing with a pedestrian-oriented streetscape; and

WHEREAS, a City of Kent community participation program: Community Forum on Growth Management and Visioning, held in June of 1992, produced a community vision for Kent that included a safe downtown with pedestrian activity occurring day and night; and

WHEREAS, the Kent Comprehensive Plan, adopted in 1995, contains downtown, commercial, and community design goals and policies that reaffirm the City’s focus on pedestrian-oriented downtown building and site design, on design

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review for downtown development projects, and recommends defining the character of
the special downtown activity district; and

WHEREAS, the 1998 Downtown Kent Strategic Action Plan defines
seven special activity districts and contains actions to develop specific, detailed design
criteria to direct development toward high quality building and site design in each of
the seven districts; and

WHEREAS, the Central Avenue District, by public request, was given
the highest priority among the seven downtown districts; and

WHEREAS, the draft Central Avenue Design guidelines were reviewed
at three Kent Downtown Partnership Design Committee Meetings, one public
workshop, three land use and planning board workshops, and one land use and planning
board public hearing; and

WHEREAS, the land use and planning board on February 22, 1999,
recommended approval of the proposed Central Avenue Design Guidelines with
proposed amendments; NOW THEREFORE,

THE CITY COUNCIL OF THE CITY OF KENT, WASHINGTON,
DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Section 15.09.048(D) of the Kent City Code is amended by
adding new subsections (4) and (5) as follows:

Sec. 15.09.048. Downtown design review.
A. Purpose and scope.
1. Downtown design review is an administrative process, the purpose of

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which is to implement and give effect to the downtown plan, its policies or parts thereof, through the adoption of design criteria for development within the downtown planning area, which is bounded by state route 167 to the west, James Street to the north, Jason/Titus/Central Avenue to the east, and Willis Street to the south. The area is shown on the map below:

It is the intent of the city that this process will serve to aid applicants in understanding the principal expectations of the city concerning development in the downtown planning area and encourage a diversity of imaginative solutions to development through the review and application of the design criteria described in this section. These criteria have been formulated to ensure that the design, siting and construction of development will provide a quality pedestrian oriented urban environment in a manner consistent with established land use policies, the comprehensive plan, and zoning code of the city.

2. The adoption of design criteria is an element of the city's regulation of land use, which is statutorily authorized. The downtown design review process adopted herein is established as an administrative function delegated to the planning department pursuant to RCW Title 35A. Therefore, in implementing the downtown design review process, the planning director may adopt such rules and procedures as are necessary to provide for review of proposed projects.

3. Development in the downtown commercial (DC), downtown commercial enterprise (DCE) and downtown limited manufacturing (DLM) zoning districts within the downtown planning area shall be subject to the provisions of this section.

4. Applications for multifamily development in the DC, DCE and DLM zoning districts shall not be subject to the provisions of section 15.09.045, administrative design review.

5. The downtown design review process is distinct from the multifamily design review process set forth in section 15.09.047. Applications for multifamily development within the DC, DCE and DLM zoning districts shall be subject to the

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provisions of section 15.09.047 in addition to the provisions of this section, except as
provided in section 15.09.047 3. However, the provisions of this section shall prevail in
cases where a conflict may arise between the requirements of the two (2) sections.

B. Application and review process. The downtown design review process is
administrative and is conducted as part of the permit review process. The applicant must
make application for the design review process on forms provided by the planning
department. Upon receipt of an application for design review, the planning director shall
circulate the application to the public works director, building official, and the city
administrator for review. Prior to issuing a final decision, the planning director shall
review any comments submitted for consideration. In the administration of this process,
the planning department may develop supplementary handbooks for the public, which
shall pictorially illustrate and provide additional guidance on the interpretation of the
criteria set forth in subsection C. of this section.

C. Design review committee. There is hereby established the downtown
administrative design review committee, which shall make all final decisions on
applications for downtown design review. The committee shall be comprised of three (3)
members, who shall be appointed by the planning director under the authority delegated
to him under RCW Title 35A. The members shall serve at the pleasure of the planning
director. The planning director shall, by administrative rule, establish the rules of
procedure for the committee, which shall be made available to the public upon
publication.

D. Design review criteria. The downtown administrative design review committee
shall use the following criteria in the evaluation and/or conditioning of applications under
the downtown design review process:

1. Site design.
   a. The site plan conforms with the pedestrian plan overlay frontage
      requirements for class A and class B streets as included in the administrative guidelines
      of the planning department.

Central Avenue Design Amendments
b. The site plan conforms with the maximum setback requirements as specified by the pedestrian plan overlay.

c. The site plan provides for a zero setback for properties abutting Meeker Street and First Avenue within the downtown commercial district.

d. The site plan restricts the number of curb cuts necessary to meet automobile circulation requirements.

e. Offstreet parking areas are located to the rear or side of buildings and are well lighted.

f. The site plan provides for sidewalks and pedestrian corridors in both public right-of-ways and privately owned areas.

g. Pedestrian corridors outside of buildings are clearly marked and well lighted.

h. Pedestrian throughways are provided in long buildings.

i. The site plan provides for semiprivate and/or private useable open space for any development with a residential component.

2. *Landscape design.*

a. The landscape plan provides for extensive landscaping of large parking areas or other open areas which can be seen from the street or other pedestrian oriented area.

b. The landscape plan enhances pedestrian activities for any setback or other open space areas which are being provided on the site.

c. The landscape plan enhances any private and/or semiprivate open spaces which are being provided for multifamily residential units.

3. *Building design.*

a. Building floor area above four (4) stories in height is setback as appropriate to maintain human scale.

b. Buildings in the downtown commercial zoning district are designed to be compatible with the existing historic buildings in terms of bulk, scale, and
c. Buildings in the downtown commercial zoning district provide cover for pedestrians such as awnings along the length of any facade abutting a sidewalk.

d. Building facades facing a public right-of-way or other pedestrian oriented space minimize blank walls by providing windows and/or providing an interesting design features.

e. Windows make up the greatest percentage of the street level facade area to minimize blank walls in the downtown commercial zoning district.

4. Central Avenue District Design Review. The Central Avenue District Design Guidelines apply to development within the area shown on the map below.
5. **Central Avenue District Design Guidelines Adoption.** The Central Avenue District Design Guidelines are hereby adopted by this reference as authorized pursuant to RCW 35A.12.140 and placed on file in the office of the Kent City Clerk and the Kent Planning Department.

E. **Appeals.** The decision of the downtown administrative design review committee to approve, condition or reject any application under the downtown design review process is final unless an appeal is made to the hearing examiner within ten (10) days of either the issuance of the committee's conditional approval or rejection of any application under this section. Appeals to the hearing examiner shall be as set forth in chapter 2.32. The decision of the hearing examiner shall be final, unless an appeal is made to the city council within ten (10) days after the hearing examiner's decision. The appeal shall be in writing to the city council and filed with the city clerk.

**SECTION 2. - Severability.** If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this Ordinance and the same shall remain in full force and effect.

**SECTION 3: - Effective Date.** This ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as provided by law.

ATTEST:

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BRENDA JACOBER, CITY CLERK, DEPUTY
DONNA SWAW
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JIM WHITE, MAYOR
APPROVED AS TO FORM:

ROGER A. LUBOVICH, CITY ATTORNEY

PASSED: 4th day of MAY, 1999.
APPROVED: 5th day of MAY, 1999.
PUBLISHED: 7th day of MAY, 1999.

I hereby certify that this is a true copy of Ordinance No. 3457, passed by the City Council of the City of Kent, Washington, and approved by the Mayor of the City of Kent as hereon indicated.

BRENDA JACOBER, CITY CLERK,
DONNA SAWAY, DEPUTY
# Central Avenue District

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Organization of Guidelines

This draft document categorizes the guideline topics into several sections, each dealing with a separate design issue such as:

- Site Planning;
- Pedestrian Access;
- Vehicular Access and Parking;
- Building Design; and
- Site Design and Landscaping.

Each section contains guidelines dealing with that topic.

Many of the guidelines set requirements and standards that must be met. However, the purpose of the guidelines is to create a site and building design compatible with community goals and context. However, the guidelines were formulated to place a minimum burden on projects by guiding project design in the following ways:

- They often allow for a variety of options to fulfill a requirement.
- Many of the standards or requirements do not add costly features or require expensive construction.
- Many guidelines only apply if the element in question is in proximity to and/or visible from the street or a park.
- Some guidelines only apply to conditions where they are most beneficial.
- Some guidelines offer incentives such as reduced parking or greater development capability.
- Most importantly, the guidelines do not inhibit creative design. In most cases the project’s architect or landscape architect may suggest an alternative to meet the intent of the guideline.

It is suggested that the Central Avenue District Design Guidelines Checklist be used to note which guidelines apply to the proposed project. Planning Department staff will review which regulations apply during or shortly after the pre-application meeting or before initial design meeting in order to assist the applicant and to facilitate final approval. During project review, the staff person will check those regulations that have been satisfied.
Application of Design Guidelines

The Central Avenue District Design Guidelines apply to Central Avenue, from James Street to Willis Street as indicated on the map, Figure 1, in the downtown area of Kent. The Central Avenue District shown on the map is composed of General Commercial (GC) and Downtown Commercial Enterprise (DCE) zones. The guidelines apply to each zone as appropriate to the uses permitted in the zone. Notable exceptions are the residential guidelines that apply only in the DCE zone because residential use is not permitted in the GC zone within the downtown plan boundaries. Other examples are guidelines for outside storage that apply only in the GC zone because outside storage is not permitted in the DCE zone.

The guidelines are intended to revise and supplement the design standards in the City of Kent zoning ordinance. Some of the guidelines state that the City may relax or modify zoning ordinance standards if, in the City's determination, the guidelines are met. Other guidelines include provisions, requirements or considerations that are in addition to the zoning ordinance standards. Where the guidelines and zoning ordinance standards conflict, the City shall determine which regulation applies.

![Figure 1. Central Avenue District Boundaries.](image-url)
I. Site Planning

A. Response to Surrounding Context and Unique Site Features

INTENT:

- To upgrade the Central Avenue District’s appearance and create an attractive entrance to downtown Kent.
- To create an attractive redevelopment setting.
- To encourage a mix of auto-oriented and pedestrian-oriented uses.
- To create a pedestrian-friendly environment.
- To create a compatible edge between business and adjacent residential properties.

GUIDELINES:

I.A(1) Take advantage of the proximity to the commuter rail transit station.

This space left blank for revisions if Transit Oriented Development Study determines a special provision is applicable.

I.A(2) To encourage commuter rail transit ridership and transit-oriented development, the City will place special emphasis on Guidelines I.B, II.A, II.B, II.C, II.D, II.E, III.A, III.B, III.C, and IV.B for projects within 1,200 feet of the center of the commuter rail passenger platform.
B. Relationship to Street Front

INTENT:

- To create an active, safe pedestrian environment.
- To upgrade the downtown's visual identity.
- To unify the Central Avenue streetscape.
- To improve circulation.

GUIDELINES:

LB(1) Relate development to pedestrian-oriented street frontage on Class A and B pedestrian streets.

Figure 2. Class A and B Streets in the Central Avenue Corridor District
Class A streets are intended to accommodate and foster the greatest pedestrian usage in the downtown area. When a property line abuts a right-of-way designated Class A, a continuous street wall should be maintained along the property frontage abutting that right-of-way. Breaks in the continuous street wall are permitted where pedestrian access is being provided into or through the site. Breaks in the continuous street wall to provide for vehicular access to the site are restricted on a Class A street and should only be permitted when there is no frontage on a Class B street or undesignated street or alley from which vehicular access may be provided. Similarly, the continuous street wall should not be interrupted by surface parking areas on a Class A street unless there is no property frontage on a Class B street or undesignated street or alley.

Class B streets are pedestrian-oriented, but also accommodate vehicular access to the site. A continuous street wall should be maintained for a minimum of 50% of the length of the property frontage abutting the Class B right-of-way. Vehicular access to the site is permitted from the Class B street to the property within the remaining 50% of the Class B frontage. Surface parking areas may front on the Class B street within the 50% area. However, surface parking areas should not be located in front of the building. Accordingly, the development must adhere to the following standards unless the City determines that they prevent viable site development.

a. Buildings must present a "pedestrian-oriented facade" (see definitions) to the street.

b. The maximum building setback from Central Avenue Class B areas within the area designated for 50% street wall and Class A cross streets is 20 feet. A setback area is allowed only if a pedestrian activity is planned for that space, such as outdoor dining associated with an eating establishment or garden space associated with residences. The setback area may also be utilized for a recessed entryway or plaza. The setback area may not be used for parking.

c. Building entries must have direct access to the public sidewalk (entries may be on the side of buildings but they must be visible from the street and connected by a pedestrian pathway).

d. Parking is prohibited between the building and the streetfront. No parking is allowed within 20 feet of Central Avenue, except in the 50%.

e. If the public sidewalk is less than 12 feet wide, set the building back sufficiently to provide at least 12 feet of walking surface.

f. No large item display areas (e.g. auto sales) are allowed in the front yard area.

g. Buildings over 200 feet in length measured along Central Avenue should include a pedestrian pass-through to allow people to access the rear of the lot. (Note: The City may waive this requirement if it is not in the public interest and if the use is consistent with the comprehensive plan.

h. It is recommended that on class A and B streets, supermarkets and similar multi-department businesses that include bakeries, delis, flower shops, fruit and vegetable sections, are required to place these sections be placed next to the pedestrian street, with display windows or doors to the street. Walk-up outdoor bakery, deli, and flower sales windows are encouraged as pedestrian amenities.
Exception: The City may permit a deviation from the specific standards if it determines that public benefit may be achieved in terms of the Intent described above and if the deviation is consistent with the Comprehensive Plan Goals and Policies. The applicant must demonstrate that the proposed deviation will result in increased pedestrian activity and visual interest along the street.

Figure 3. A variety of pedestrian amenities can be accommodated in the allowable setback area.

Figure 4. Example of desirable building configurations on Central Avenue.
C. Side and Rear Yard Compatibility

**INTENT:**
- To promote functional and visual compatibility between adjacent properties.

**GUIDELINES:**

I.C(1) Minimize visibility and impacts of incompatible uses.

In GC-zoned areas where outdoor storage and service areas are permitted, locate service areas, outdoor storage areas and other intrusive site features away from neighboring properties to reduce conflicts with adjacent uses. Where the City deems necessary, landscape screening or other form must be planted along property lines adjacent to “incompatible uses.” Incompatible uses include: outdoor storage adjacent to any other use, service areas adjacent to any other use, and commercial development adjacent to or across a street from a residentially zoned property.

The buffer and/or fencing of outdoor storage and service areas must conform with the requirements of KZC Sections 15.04.140.E.8, and 15.07.040.C as a minimum standard. Additional buffer area or screening may be required.

a. If changes in topography between the residential and adjacent property are sufficiently great, then modifications to some of the above buffer options may be allowed.

b. Integrate outdoor storage areas and loading facilities where permitted into the site design to minimize their size, reduce visual impact, and allow for pedestrian and vehicular (where appropriate) movement between sites.
D. Siting and Screening Service Areas

INTENT:

- To reduce the visibility of unsightly uses (trash containers for example), in the business district.
- To encourage more thoughtful siting of trash containers and service areas, balancing the need for service with the desire to screen its negative aspects.

GUIDELINES:

LD(1) Reduce impact of service areas and mechanical equipment.

a. Locate service areas (trash dumpsters, compactors, mechanical equipment, and storage yards and loading docks in the GC zone) so as not to have a negative visual, auditory (noise), or physical impact on the street environment, and adjacent residentially zoned properties. One of the purposes of this guideline is to reduce the noise impacts of service areas. Coordinate with waste and recycle contractors when locating dumpsters and recycle containers.

b. When service elements are visible from the sidewalk and adjacent properties, the elements must be screened. Dumpsters, refuse, and recycling collection points shall be screened in accordance with Guideline I.C, “Side and Rear Yard Compatibility.”

Figure 5. Service areas should be located and screened in ways that minimize their visual, auditory, and olfactory impacts and avoid their interference with site circulation or other activities.
E. Street Corners

INTENT:

- To improve the appearance of highly visible locations.

GUIDELINES:

I.E(1) **Enhance the visual quality of development on corners.**

New development on corner lots at street intersections must enhance the property's visual qualities at the corner by one or more of the following methods:

a. Locate the building within 15 feet of the property corner nearest the street intersection and enhancing the building's corner with a building element such as a corner entry, tower, corner window sculpture, or other device.

b. Design the building in a way that will allow the corner to serve a pedestrian-attractive use such as outdoor dining, flower carts, information or merchandise kiosk or newsstand.

c. Install substantial landscaping (at least 200 SF of ground surface area with trees and shrubs or ground cover) at or near the corner of the lot. Landscaping could include plant material to form a low hedge. However, care should be taken to not create a visibility or security problem. Container gardens, public art, or other features attractive to pedestrians may be substituted for landscaping, subject to Planning Department approval.

d. Other element or method approved by the city.

*Figure 6. Example of a positive street corner site planning.*
When the corner is adjacent to a City-designated gateway intersection, coordinate with the City to provide significant gateway elements such as landscaping, banners, special lighting, or art.

Note: It is especially important that buildings locate on or near the corners along central avenue because the corners are so visible. Such a configuration provides excellent exposure for businesses. Stylemakers, the salon on the northeast corner of Meeker and Central, provides an example of appropriate site design.
F. Site Design for Safety

INTENT:

- To promote personal safety and property security.
- To ensure the nighttime environment is safe and inviting.
- To ensure that lighting, landscaping, and other site features contribute to personal safety.
- To discourage vandalism and reduce maintenance.

GUIDELINES:

I.F(1) Minimize conflicts between drivers and pedestrians through the siting of structures, location of circulation elements, landscape design, and placement of signs.

Incorporate the following methods for protecting pedestrian safety, where appropriate:

a. Limit the number of potential encounters between pedestrians and vehicles through site design.

b. Where pedestrian and motorist paths must cross (e.g., at crosswalks), provide adequate sight distance and ensure that landscaping does not block pedestrians and drivers' views.

c. Within parking lots provide raised sidewalks, crosswalks, and pedestrian walkways where possible; or provide at-grade walkways protected by curbs and/or landscaped areas.

e. Distinctively mark pedestrian routes through parking lots, using vertical design elements, special paving, painted crosswalks or signage.

f. Separate service vehicle access and loading zones from pedestrian areas where possible.

g. Use on-site directional signs to clearly mark pedestrian and vehicular routes.

I.F(2) Locate, design, and site structures to maximize site surveillance opportunities from buildings and public streets.

Incorporate the following methods to increase personal safety and security, where appropriate:

a. Avoid site design features that create entrapment areas (e.g. tunnels, long corridors, opaque fences) in locations with pedestrian activity.
Figure 7. Design the site to avoid creating potential entrapment areas.
b. Ensure that site and buildings provide sight lines that allow building occupants and passersby to observe outdoor on-site activities.

c. Site buildings so that windows, balconies and entries overlook pedestrian routes, vehicular circulation routes, and parking areas and allow for informal surveillance of these areas, where possible.

Figure 8. Site planning and building design can promote "eyes on the street" and safety.
Provide adequate lighting levels in all pedestrian areas, including building entries, along walkways, parking areas, and other public areas.

Include the following in lighting plans:

a. Provide an overlapping pattern of light at a height of about 10-15 feet in lighted areas.

b. Provide lighting at consistent lumens with a gradual transition to unlighted areas. Avoid creating highly contrasting pools of light and dark areas, which can be temporarily blinding.

c. Provide adequate lighting at all building entrances, exits and corridors between buildings, at least 4 footcandles during active use, especially where doors are recessed.

d. Indicate specific lighting levels in each lighted area. Design lighting levels so that pedestrians can identify a face 15 yards away (generally, a minimum of 4 foot-candles) in order to reduce anonymity and to give pedestrians the opportunity to choose another route if they feel unsafe.

e. Ensure that site lighting is confined to the project site and does not cause glare on adjacent properties.

f. Place light posts and standards so that they do not create hazards for pedestrians or vehicles.

Figure 9. Smaller scale lighting standards, 10-15 feet in height, evenly spaced, and at consistent foot-candle levels provide for greater safety. A minimum of 2 (IESNA, Illuminating Engineering Society of North America, standards are 1.1) foot-candles on the ground is recommended, but a minimum of 4 foot-candles should be provided on specific pedestrian routes.
Design landscaping so that long-term growth will not interfere with site lighting and surveillance.

Include the following in lighting plans to provide for compatibility of landscaping with site lighting:

a. Ensure that the type and placement of light fixtures in the landscape will allow for achieving site lighting guidelines established in the previous section.

b. Space landscape elements to allow for long-term growth without interfering with site lighting.

c. Select plant species considering long-term growth characteristics.

d. Prune shrubs to allow for adequate surveillance (no taller than approximately 3 feet in height). Limb trees to a height that allows visibility under them (approximately 6 feet).
I.F(5) Use durable, high quality, safe, vandal-resistant materials in site furnishings and features for ease of maintenance.

Include the following site plan elements:

a. Use high-quality materials in site furnishings and features, such as walls and paving, that are durable and easily maintained.

b. Design site features and select furnishings that discourage vandalism. For example, large blank walls encourage vandalism. Furnishings that are easily removed, or that do not convey an image of care, invite misuse.

c. Use materials that promote safety, such as non-slip walkway surfaces.
G. Residential Open Space (Apply to DCE zone only)

**INTENT:**
- To provide an open space network which will accommodate a wide variety of activities, public and private.

**GUIDELINES:**

I.G(1) Design each space within a residential open space network with a specific use in mind. Anticipate activity opportunities for all ages, accessible to all units.

I.G(2) Ensure that new residential mixed-use development provides one or more of the following options:
   a. Balconies
d. Furnished children’s play area
   b. Screened patios
e. Roof-top open space – roof garden or game court
c. Small, shared courtyards

I.G(3) Ensure that the open space network provides for privacy of residents while allowing for security and surveillance from residential units.

I.G(4) Ensure that the open space network is well lit at night.

I.G(5) Encourage the definition of open space by landscaping that also provides shade and wind protection where needed.
Figure 12. Design and landscape site to define open space for both private and commercial use.
Figure 13. Residential open space is an important part of building vital neighborhoods.
II. Pedestrian Access

A. General Pedestrian Access Requirements

**INTENT:**

- To improve the pedestrian environment by making it easier, safer and more comfortable to walk between businesses, to the street sidewalk, to transit stops, and through parking lots.
- To ensure that pedestrian facilities, such as sidewalks and bus shelters, connect all modes of transportation.
- To provide safe, continuous pedestrian access in both the north-south and east-west direction.
- To provide the pedestrian, disabled person and transit user with a safe and clear path to the entry door of a building.
- To provide connections for residents in mixed use complexes to parks, schools, shopping and transit routes.

**GUIDELINES:**

**II.A(1)** Provide pedestrian access onto the site from the main street on which the use is located. Where a use fronts two streets, access shall be provided from the street closest to the main entrance or, preferably, from both streets. All buildings shall have a paved pedestrian path at least 60” wide (preferably 96” wide) from the street sidewalk to the main entry.

Buildings with entries not facing the street should have a clear and obvious street sidewalk to the entry (Siting Buildings and Parking Lots). This path should be separate from vehicular traffic or raised above the vehicular pavement. In residential or mixed-use complexes, locate pedestrian pathways in clear view of residents and passersby.

Note: In the case of encumbrances the clear pathway width shall be no less than 48”
II.A(2) Ensure that all pedestrian paths correspond with Federal, State and local codes for handicapped access, and the Americans with Disabilities Act.

II.A(3) Provide adequate lighting, at least 4 foot-candles, at the building entries and all walkways and paths through parking lots.

Figure 14. Provide a safe, accessible pedestrian route from the street to the building entry (front parking in GC zone only).
B. ON-SITE PEDESTRIAN CIRCULATION

II.B(1) Provide pedestrian paths or walkways connecting all businesses and the entries of multiple buildings on the same development site.

See also II.A above.

Special paving at the corner enhances pedestrian access to the site.

Transit stop

Walkway connects the public sidewalk with the building entrance.

Walkway along the front of the building connects individual stores.

Walkways connect the building entrance to adjacent sites.

Figure 15. In this large-scale commercial site, wide, landscaped walkways provide pedestrian connections.

(Front parking lot as shown permitted in GC zone only).
C. Pedestrian Access in Parking Lots

**INTENT:**

- To provide safe and convenient pedestrian paths from the street sidewalk through parking lots to building entries in order to encourage walking between businesses and contribute toward reducing local traffic impacts.

**GUIDELINE:**

II.C(1) **Provide pathways through parking lots.**

The following distances should be considered somewhat flexible to account for the length of the parking lot and driveway locations. A specially marked or paved crosswalk must be provided through parking lots greater than 150 feet long (measured parallel to the storefront) or more than 2 bays deep (approximately 75 feet measured perpendicular to the storefront). Generally, walkways should be provided every four rows and a maximum distance of 150 feet shall be maintained between paths.

II.C(2) **Develop an on-site pedestrian circulation concept.**

The project applicant should be able to demonstrate how the overall circulation concept provides for pedestrian circulation. Walkways should be integrated with the required parking lot landscaping. (See Sections V.A and V.C.)

![Diagram](image_url)

*Figure 16. The figure on the left illustrates good parking lot circulation.*
D. Pedestrian Amenities

INTENT:

• To provide safe, comfortable pedestrian circulation throughout the downtown area.

GUIDELINES:

II.D(1) Provide pedestrian weather protection.

a. All buildings located along designated pedestrian-oriented streets are encouraged to provide pedestrian weather protection at least 3 feet wide along at least 80% of the building's front face as a means to partially satisfy some of the requirements in Sections II.D, IV.A, IV.B, IV.C, and IV.D. The weather protection may be in the form of awnings, marquees, canopies or building overhangs.

b. Canopies or awnings should not extend higher than 15 feet' above ground level nor lower than 8 feet at the lowest point.

c. The color, material and configuration of the pedestrian coverings shall be as approved by the City. Coverings with visible corrugated metal or corrugated fiberglass are not permitted unless approved by the City. Fabric, plastic and rigid metal awnings are acceptable if they meet the applicable standards. All lettering and graphics on pedestrian coverings must conform to KZC Section 15.06 – Sign Regulations.

II.D(2) Provide pedestrian friendly retail oriented building facades.

The ground story facades facing designated Class A and B pedestrian-oriented streets and public parks shall feature "pedestrian-friendly" retail-oriented streetfront facades which consist of one or more of the following characteristics listed in a-d below:

a. Transparent window area or window displays along at least 50% of the length of the ground floor facade.

b. Sculptural, mosaic or bas-relief artwork over 50% of the length of the ground floor facade.

c. "Pedestrian-oriented space," as defined in Section II.F(1), located adjacent to the sidewalk. At least 500 SF of retail-oriented pedestrian-oriented space must be provided for every 100 linear feet of facade as measured along the property lines adjacent to the street ROW.

d. Other special landscaping or building design feature approved by the City.

II.D(3) Pedestrian amenities

For all proposals on all Class A pedestrian-oriented streets, provide at least three of the following pedestrian amenities near the sidewalk. Provide at least one amenity on all Class B street fronts.

• Pedestrian furniture such as seating space lighting, drinking fountain.

• Pedestrian weather protection as defined in Section II.D(1).
c. Pedestrian oriented open space. (See definitions)

d. Substantial perimeter landscaping (lawn if configured in a "front yard" setting between building front and the sidewalk.)

e. Artwork.

f. Space for transit stop with seating.

g. Window displays over the majority of the front facade.

h. Decorative screen wall, trellis or other building or site feature.

i. Pedestrian lighting.

j. Other site configurations and elements that encourage pedestrian activities as approved by the City.

Figure 17. Pedestrian covering along street fronts.

Figure 18. Pedestrian-oriented facades are critical in retail areas.
E. Pedestrian Areas at Building Entries

INTENT:

- To use the architectural elements of a building and landscaping to highlight and define the entrance and enhance the visual character of the building.
- To improve pedestrian environment by creating a pleasant, inviting space where building and sidewalk meet.

GUIDELINES:

II.E(1) Enhance building entry access.

Three or more of the following must enhance the primary public entries of all businesses and multifamily residential buildings located on Central Avenue:

a. Weather protection such as an awning, canopy, marquee or other building element to create a covered pedestrian open space of at least 100 square feet.

b. At least 200 square feet of landscaping at or near the entry.

c. Pedestrian facilities, such as benches, kiosks, special paving, bicycle racks, etc.

k. A trellis, canopy, porch or other building element together with landscaping.

- Special pedestrian-scaled lighting. (Lights that specifically light pedestrian areas or surfaces and that are lower than 15 feet in height.)

f. Adjacent window displays.

g. Building ornamentation such as mosaic tile, relief sculpture, ornamental wood or metal trim, etc.

h. Artwork or special pedestrian-scaled signs.

i. Other methods as approved by the City.
F. Pedestrian Activity Areas and Plazas

INTENT:

- To provide a variety of pedestrian-oriented areas to attract shoppers.

GUIDELINES:

II.F(1) Provide pedestrian-oriented open space at key locations.

On pedestrian oriented streets, where the front building facade is not directly adjacent to the sidewalk, the space between the sidewalk pavement and the building (the front yard) shall be developed as a garden, lawn, landscaped area, and/or pedestrian-oriented space meeting the criteria stated below.

To qualify as a "pedestrian oriented space" an area must have:

1. Visual and pedestrian access (including handicapped access) into the site from the public ROW.

m. Paved walking surfaces of either concrete or approved unit paving.

n. On-site or building mounted site lighting providing at least 4 foot candles (avg.) on the ground.

o. Seating; at least 4 linear feet of seating area (bench, ledge, etc.) or one individual seat per 60 SF of plaza area or open space.

p. Landscaping that does not act as a visual barrier, set either in the ground or in containers.

q. Site furniture, artwork or amenities such as fountains, kiosks, etc.

A "pedestrian oriented space" shall not have:

r. Asphalt or gravel pavement.

s. Adjacent unscreened parking lots.

t. Adjacent chain link fences.

u. Adjacent on-site "blank walls" without "blank wall treatment."
Figure 19. Landscape enhancements serve several roles in this plaza, which serves as a good pedestrian-oriented space.
III. Vehicular Access and Parking

A. Access Streets

**INTENT:**
- To mitigate traffic impacts.
- To create a safe, convenient network for vehicle circulation and parking.

**GUIDELINES:**

III.A(1) Provide for vehicle access streets through large lots with more than one street frontage.

The City may require all development projects on properties of more than three acres which front on two streets to provide “through streets” between the bordering streets. The required through street may be part of the parking lot/site circulation, but parking, other than parallel parking, fronting directly on the street shall be minimized. Street trees and sidewalks or pedestrian paths are required along through streets in accordance with Guideline II.C.(2). Location of ingress to and egress from the through street shall be as approved by the City. The through street shall conform to City Public Works Department standards and requirements and be a minimum of two 12-foot-wide lanes.

B. Vehicle Entrances and Driveways

**INTENT:**
- To improve automobile and pedestrian safety.
- To decrease traffic congestion and simplify automobile movements.

**GUIDELINES:**

III.B(1) Restrict vehicular access on Class A streets.

Vehicular access (driveways) to the site on Class A streets should be permitted only when there is no frontage on a Class B street, undesignated street, or alley from which vehicular access may be provided. Property owners are encouraged to share driveways as a means of reducing cost and congestion. (See Section I.B.)
C. Parking Lot Location and Design

INTENT:

- To ensure that parking lots are attractive, safe, and convenient.

GUIDELINES:

III.C(1) See KCZ Section 15.05 for parking lot design standards. See Section I.B of this document for parking lot location and Sections II.C and II.D of this document for parking lot access improvements.

III.C(2) Pavement markings and entrance signs

Place all markings and signs for individual stalls on the pavement. No free-standing or wall-mounted signs for individual stalls are permitted to extend higher than 2 feet above grade. No more than one entrance sign per parking area entrance is permitted. The sign shall conform to KZC Section 15.06, shall be less than 13 feet in height above grade, and shall have a surface area of no more than 10 square feet per side. The sign may be 2 sided. The sign shall not be internally lit, but may incorporate neon lights.

III.C(3) Screen all moveable parking lot equipment, such as barrels, saw horses, etc., from the public right-of-way.

III.C(4) See Section V.A of this document and Kent Zoning Code Section 15.07 for landscaping standards.

Figure 20. Attractive parking lot landscaping.
IV. Building Design

A. Building Concept

**INTENT:**

- To encourage building design that is appropriate to the site, and becomes a positive element in the architectural character of Central Avenue.
- To encourage consideration of overall building design without prescribing a specific architectural style or organization. (Note: Other building design guidelines in this manual address specific building elements or specific aspects of building form.)

**GUIDELINES:**

IV.A(1) Organize architectural elements into a unified whole to fit with local context and objectives.

While Central Avenue is currently dominated by auto-oriented commercial uses, its proximity to downtown, the market, and the proposed regional transit station means that the Central Avenue area will experience more pedestrian activity in the future. Also, Central Avenue is important as a gateway to downtown Kent. Therefore, the pedestrian orientation and attractiveness of buildings on Central Avenue, especially between Smith and Gowe Street, are important. To this end, the building concepts of this area should employ pedestrian orientation. (See IV.B. below.)

The project proponent must graphically describe the proposed building’s design concept: How are the various building elements, such as walls, roofline, entries, modulation, materials, decorations, signage, etc., organized into a functional and attractive composition. Furthermore, the project proponent must describe how the concept relates to site conditions, such as visibility, access, pedestrian circulation, and neighboring development.

“Design concept” is used to mean the ideas or relationships that determine the building’s overall character and function. Some examples of design concepts are illustrated below. The proponent may suggest other design concepts.

a. **Axial Symmetry.** A formal design organization common in classical revival and colonial-styled buildings.

b. **Horizontal Banding.** This device is common in Frank Lloyd Wright’s Prairie-style houses. It is sometimes less appropriate in multifamily residences since it diminishes the individuality of separate units and makes the building appear longer.

c. **Organization Around an Exterior Space.** Orientation of the building around a courtyard, garden, or other outdoor space is an effective way to integrate site planning and architectural design. Titus, Webster and Meeker Court buildings in Kent
illustrate this technique.

d. **Symmetric Balance.** This concept builds a planning composition from numerous similar or complementary forms. The composition should reflect local context, site conditions, or building function.

e. **Consistency of Detailing.** Incorporating harmonious and proportional ornamentation, fascia, columns, or other distinctive detailing helps to lend scale and character.
B. Human Scale and Pedestrian Orientation

INTENT:
- To encourage buildings that are “comfortable” by relating building elements to human scale.

GUIDELINES:

IV.B(1) Incorporate human-scale building elements.

All new buildings and major exterior remodels must employ at least two of the following elements or techniques toward achieving a "human scale" (see definition). If a proposed building is 3 stories in height, or more than 100 feet wide as measured along any facade facing a street and visible from that street, then building shall use at least three of the listed elements.

a. Balconies or decks in upper stories, at least one balcony or deck per upper floor on the facades facing streets - balconies are encouraged to be at least 6 feet deep and 10 feet wide.

b. Bay windows that extend out from the building face (See definition of Bay Window in Definitions).

c. At least 150 SF of pedestrian-oriented space

d. Individual windows, generally less than 32 square feet per pane and separated from other windows by at least a 6-inch molding.

e. Gable or hipped roof, providing that the hipped or gable roof covers at least one half of the building’s footprint and has a slope greater or equal to 3 feet vertical in 12 feet horizontal.

f. A porch or covered entry

g. Spatially defining building elements that define an occupiable space such as a trellis, overhang, canopy or other.

h. Upper story setbacks, providing one or more of the upper stories are set back from the face of the building at least 6 feet.

i. Composing smaller building elements near the entry or pedestrian-oriented street fronts of large buildings as in the example in Figure IV.A(1)a.

j. Other design methods proposed by project applicant. The City may consider other methods to provide human scaled elements not specifically listed here. The proposed methods must satisfy the intent of the design principles. The City's decision as to whether the proposal is approved will be final.

All proposals for achieving human scale are subject to approval by the City.
Figure 21. Examples of building elements that help to add human scale.

Figure 22. This is a mixed-use building with pedestrian-oriented retail on the first floor and apartment units on the second floor. A tower element anchors the corner of Gowe Street and Central Avenue. Note how the tower element reduces the apparent horizontal length of the building façade and the pattern of windows and columns adds a rhythm and refinement to the façade.
C. Architectural Scale

INTENT:
- To encourage new development to be compatible with downtown Kent's architectural size and character.

GUIDELINES:

IV.C(1) Reduce scale of large buildings.

To achieve an architectural scale consistent with other structures in downtown Kent all new buildings over three stories, or over 10,000 SF in gross building footprint, must provide at least two or more of the following features along their facades visible from public ROW and pedestrian routes and entries.

a. Upper story setback. To qualify for this option, upper stories must have a setback from the ground floor of at least 10 feet from the face of the second floor facing the public ROW.

b. Horizontal Building Modulation - "Horizontal Building modulation" is the stepping back or projecting forward of portions of a building facade within the specified intervals of a building width and depth as a means of lessening the apparent bulk of a structure's continuous exterior wall. Buildings may satisfy the regulation for architectural scale if all building facades within 400 feet of a public right of way or park, and/or visible from that right of way or park, conform to the following standards:
   - The maximum width (as measured horizontally along the buildings exterior) without building modulation shall be 100 feet.
   - The minimum depth of modulation shall be 6 feet
   - Roof decks or balconies may be used as all or part of the building modulation if each individual balcony has a floor area of 100 square feet.

c. Modulated roof line - Buildings may satisfy the regulation by modulating the roof line of all facades visible from a public ROW or park according to the following standards:
   - For flat roofs or facades with a horizontal eave, fascia or parapet, change the roofline so that no unmodulated segment of roof exceeds 100 feet, measured horizontally.
   - Gable, hipped or shed roofs with a slope of at least 3 feet vertical to 12 feet horizontal qualify for this option.
   - Other roof forms such as arched, vaulted, dormer or saw-toothed may satisfy this regulation if the individual segments of the roof without a change in slope or discontinuity are less than 100 feet in width.

d. Building “articulation” with design elements such as the following, so long as the interval does not exceed 100 feet.
• Repeating distinctive window patterns at intervals equal to the articulation interval.
• Providing a porch, patio, deck, or covered entry for each interval.
• Providing a balcony or bay window for each interval.
• Changing the roofline by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.
• Changing materials or colors with a change in building plane.
• Providing a lighting fixture, trellis, tree or other landscape feature within each interval.

e. Clustering smaller uses and activities around entrances on street-facing facades.

f. Massing of substantial landscaping and/or pedestrian-oriented open spaces along the building facade.

g. Other design methods or modulation schemes proposed by project applicant.

The City may consider other methods to provide architectural scaled elements not specifically listed in a-f above. The proposed methods must satisfy the intent of the design principles listed in the Downtown Action Plan. Scale reduction can be accomplished by a combination of methods. Buildings not facing public rights-of-way and/or pedestrian routes do not require scale reduction. Note that the City may increase the 100-foot interval for modulation and articulation to better match surrounding structures. All proposals for achieving architectural scale are subject to approval by the City.

Figure 23. The roofline, windows, and details of this building are coordinated to provide a rhythmic breakup of an otherwise horizontal building. Note how the awnings and lights provide human scale while their repetition relates to the building massing.
D. Building Details and Elements

INTENT:

- To increase the attractiveness of buildings close by. When buildings are seen from a distance, the most noticeable qualities are the overall form and color. If we take a three-story commercial building that is 100 feet wide and 35 feet tall then we must be at least 200 feet away from the building for it to fit within our cone of vision so that we can perceive its overall shape. At that distance, windows, doors and other major features are clearly visible.

However, as we approach the building to within 60 to 80 feet from the building (approximately the distance of a pedestrian or driver to a Central Avenue business) we notice not so much the building's overall form as its individual elements. When we are even closer, the most important aspects of a building are its design details, texture of materials, quality of its finishes and small, decorative elements. In a pedestrian-oriented business area, it is essential that buildings and their contents be attractive up close. Therefore, these guidelines include principles and regulations that require all buildings to incorporate design details and small-scale elements into their facades.

GUIDELINES:

IV.D(1) Enhance buildings with appropriate details.

All new buildings shall include at least three of the following elements on the facades that face a public street or park. (Note: The term “decorative” does not necessarily mean that the element must be ornate or feature applied decoration. A “decorative” element may be quite simple if it is suitably scaled and related to the building’s concept.)

- Articulated or Decorated Rooflines: such as an ornamental molding, 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 band must be at least 8" wide. (See Section IV.A.)
- Decorative Treatment of Windows and Doors: such as a decorative molding (e.g., a typical wooden style molding found on pre-WW II buildings) or framing details around all ground floor windows and doors located on facades facing or adjacent to public streets or parks or decorative glazing or door designs.
- Decorative Railings, Grillwork or Landscape Guards.
- Landscape trellises.
- Decorative Light Fixtures with a diffuse visible light source such as a globe or "acorn" that is not glaring or a decorative shade or mounting.
- Decorative Building Materials, including the following:
  - Decorative masonry, shingle brick or stone;
  - Individualized patterns or continuous wood details such as fancy butt singles in
a geometric pattern, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.

- Other materials with decorative or textural qualities as approved by the City.

The applicant must submit architectural drawings and material samples for approval.

g. Decorative Paving or Artwork: The artwork 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 art work. Painted advertising sign murals or graphics on signs or awnings do not qualify as a method to satisfy IV.D(1) requirements. All artwork used to satisfy this condition is subject to approval by the City.

h. Other similar features or treatment approved by the City.

All proposed methods for satisfying this guideline are subject to City approval.

IV.D(2) Design Elements for Espresso Stands and Street Vendors

The design of the stand or cart and the materials used are subject to review and approval by the Planning Department. The stand or cart must be constructed of good quality, permanent materials. Tarps, bare plywood, cardboard, plastic sheeting, corrugated fiberglass or other similar materials are not permitted.

The design, materials, and colors must be compatible with the proposed location.

Awning quality must be the same as required for permanent buildings in section II. D.1.C of the design guidelines.

The stand or cart must be adequate in size for storage, trash containers, and other facilities. No outside storage is permitted.

Wiring and plumbing must be hidden from view.

One sign, maximum area, four square feet, two sided, is permitted. Menus and price lists not over two square feet in area are not signs for the purpose of this guideline.
E. Materials and Colors

**INTENT:**
- To encourage the use of high-quality compatible materials that upgrade the visual qualities of downtown Kent.

**GUIDELINES:**

**IV.E(1) Retain existing facades.**

Use of metal siding, metal screening, plastic, plywood, sheet wood products or fiberglass to cover over existing facades is discouraged. Wood should not be used to cover over existing brick or cast stone masonry.

**IV.E(2) Use compatible building materials.**

a. **Detail requirements for metal siding**

If metal siding is used as a siding material over more than 25% of a building's facade, the metal siding must have a matted finish in a neutral, muted or earth tone such as buff, gray, beige, tan, cream, white or a dulled color. If metal siding is used over 25% of the building facade, then the building design must include the following elements:
- Visible window and door trim painted or finished in a complimentary color.
- Corner and edge trim that cover exposed edges of the sheet metal panels.

**Exception:** Where the City determines that specially treated metal siding is used as an accent material to achieve special architectural character, the City may approve metal siding as a material even though it does not meet the above specifications.

b. **Requirements for concrete block walls.**

If concrete blocks (concrete masonry units or "cinder blocks") are used for walls that are visible from a public street or park, then the concrete block construction must be architecturally treated in one or more of following ways:
- Use of textured blocks with surfaces such as split face or grooved.
- Use of colored mortar *with colored blocks*.
- Use of other masonry types such as brick, glass block or tile in conjunction with concrete blocks.

c. **Prohibited materials.**

The following materials are prohibited in visible locations unless an exception is granted by the City.
- Mirrored glass.
- Corrugated fiberglass.
- Chain link fencing (except for temporary purposes such as a construction site), barbed wire or razor wire.
F. Blank Walls

INTENT:

- To reduce the visual impact of large, plain walls.
- To reduce the apparent size of large walls through the use of various architectural and landscaping treatments.

GUIDELINES:

IV.F(1) Treat all blank walls (as defined in Definitions) within 50 feet of the street ROW, park or adjacent lot and visible from that street, park or adjacent lot in one or more of the following ways:

a. Installing a vertical trellis in front of the wall with climbing vines or plant materials.

b. Providing a landscaped planting bed at least 5 feet wide or raised planter bed at least 2 feet high and 3 feet wide in front of the wall or berm, and planting with plant materials that obscure or screen at least 50% of the wall's surface within 3 years.

e. Providing artwork (mosaic, mural, sculpture, relief, etc.) over at least 50% of the blank wall surface.

c. Other methods as approved by the City.

All of the proposed methods are subject to City approval. The applicant must submit architectural plans and elevations showing proposed treatments for approval. The City may waive blank wall treatment where the requirements conflict with the fire code regulations.
G. Mechanical Equipment and Service Areas

INTENT:
- To prevent unsightly intrusions in highly visible corridors

GUIDELINES:

IV.G(1) Locate and/or screen roof-mounted mechanical equipment so that it blends with the architecture of the building and is not visible from the street or adjacent properties.

IV.G(2) Whenever feasible, locate and/or screen utility meters, electrical conduit, and other public and private utilities apparatus so as not to be visible from the street.

Figure 25. Mechanical equipment and service areas should be screened from view.
V. Landscape and Site Design

A. Landscape Concept

**INTENT:**
- To encourage landscape design that will enhance the pedestrian environment and compliment building and site design.
- To define plant species that are of low maintenance, resistant to drought and otherwise appropriate for conditions within the business district.

**GUIDELINES**

V.A(1) **Develop a site landscape design concept that enhances pedestrian routes, building qualities, and site functions.**

The project plan must include a landscape design concept that enhances pedestrian routes, building qualities, and site functions. The landscaping concept should be suitable and fitting with the bustling, active character of the Central Avenue corridor and integrate with and enhance the surrounding neighborhood landscape character.

At a minimum, the landscape concept must include the following elements:

a. A unified pedestrian circulation system with amenities and plantings.

b. A coordinated system of open spaces and/or planted areas that provide the required pedestrian areas. The plan shall indicate how the various spaces and plantings relate to achieve the project’s site design objectives of continuity, variety, activity, etc.

c. Plantings and/or site features that enhance the buildings’ architectural qualities. Plantings should be in scale with the building at plant maturity and should enhance the building modulation and entries.

In addition, the concept should consider the following landscape design objectives where appropriate:

a. Where feasible, coordinate selection of plant material to provide a succession of blooms, seasonal color and a variety of textures.

b. Provide a transition in landscaping design between adjacent sites, within a site and from native vegetation areas in order to achieve greater continuity.

c. Design landscaping to create definition between public and private (residential) spaces.

d. Design landscaping to provide a transition between built structures (vertical planes) and the site (horizontal planes).

e. Use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries and open space.
Axial symmetry along a path to enhance a building entry

Informal landscape island to soften open space

Bosc of trees to separate parking or service yard from building

Formal landscape elements to define pedestrian routes and reinforce building geometry
B. Preferred Plant Materials

INTENT:

- To encourage the use of hardy, attractive, easily maintained plant material.
- To provide visual continuity by using plant materials from a specified plant list of a limited number of varieties and species.
- To encourage the use of trees and shrubs as an important unifying element within the business district to strengthen the image and continuity of the streetscape. For this reason, the plant material selection list has been purposely restricted to a few species.

GUIDELINES:

V.B(1) Coordinate street trees and plantings along the Central Avenue frontage to unify the roadway image.

V.B(2) Select plant materials from the City’s list of trees and shrubs to satisfy landscape requirements and provide visual continuity along the roadway.

The following is a list of plant materials that are approved for use in the Central Avenue Corridor District. Proponents may use other plant materials approved by the City. Hardy perennial and annual flowers are encouraged to add color to the landscape. [Note: See City of Kent Street Tree Program, 1994]

STREET TREES

Small trees for planting under power lines
- Newport flowering plum
  *Prunus cerasifera “Newport”*
- Chanticlear Flowering Pear
  *Pyrus calleryana “Chanticlear”*

Large trees for infill or replacement of existing trees
- Sweet Gum is the predominant street tree within the downtown study area. Sweet Gum trees are too large to plant under utility lines and have aggressive root systems, as evidenced within the downtown area. Sweet Gum trees can, however, make good street trees if given adequate room to grow. In areas where existing Sweet Gum trees line a street and overhead utility or pavement damage is not a concern, then Sweet Gum trees should be considered.

STREET FRONTAGE

Evergreen shrubs (2-4 feet in height)
- Darwin Barberry
  *Berberis darwinii*
- Winged Euonymus
  *Euonymus alata “compacta”*
- Oregon Grape
  *Mahonia aquafolium “compacta”*
- Otto Luyken Laurel
  *Prunus i. Otto Luykens*
- Japanese Holly “Convexa”
  *Illex crenata “Convexa”*
- Larusfinus “Spring Bouquet”
  *Viburnum tinus “Spring Bouquet”*
- Evergreen Euonymus “Sarcoxie”
  *Euonymus fortunei radicans “Sarcoxie”*
### Ground Cover

<table>
<thead>
<tr>
<th>Lawn</th>
<th>Scientific Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kinnikinnik</td>
<td>Arctostaphylos uva-ursi</td>
</tr>
<tr>
<td>Cotoneaster Lowfast</td>
<td>Cotoneaster “Lowfast”</td>
</tr>
<tr>
<td>Common Winter Creeper</td>
<td>Euonymus fortunei radicans</td>
</tr>
<tr>
<td>Creeping Mahonia</td>
<td>Mahonia repens</td>
</tr>
</tbody>
</table>
C. Parking Lot Landscaping

**INTENT:**
- To develop a positive image for the district
- To reduce the summertime heat and glare build-up within and adjacent to parking lots.
- To improve the views of parking areas for shoppers and area residents.
- To provide landscaped areas within parking areas in addition to landscape buffers around the perimeters of parking lots.

**GUIDELINES:**

V.C(1) Within the design review process, the applicant may submit an alternative landscaping plan to meet the surface parking area landscaping requirements of the Kent Zoning Code (Sections 15.05.090 and 15.07) (See KZC Section 15.07.070 R.). The alternative landscaping proposal must provide a better solution for one or more of the following items:

- a. Integrates interior surface parking and landscaping with required biofiltration swales or surface water detention ponds.
- b. Incorporates or protects natural features including wetlands, significant trees and vegetation, and slopes.
- c. Preserves distant views.
- d. Provides a significant pedestrian oriented-space such as a “pocket park” or amphitheater in excess of what is required under the KZC.
- e. Creates an extension or connection to a local park or a regional bicycle/pedestrian trail system.
- f. Provides for outstanding public art within pedestrian view.
- g. Provides outstanding enhancement and support for the City-designated gateway intersections.
- h. Addresses the context of the site more effectively than could be done within the zoning code standards, and results in a superior plan.
Definitions

Architectural Elements - As used in these guidelines, the term architectural elements refers to the elements that make up an architectural composition or the building form, and can include such features as the roof form, entries, an arcade, porch, columns, windows, doors and other openings. ‘Architectural elements’ is used interchangeably with architectural features in these guidelines.

Architectural Character - The architectural character of a building is that quality or qualities that make it distinctive and that are typically associated with its form and the arrangement of its architectural elements. For example a prominent design feature may convey the architectural character of a structure. Examples are a distinctive roofline, a turret or portico, an arcade, an elaborate entry, or an unusual pattern of windows and doors.

Architectural Scale - The perceived height and bulk of a building relative to other forms in its context. Modulating facades and other treatments may reduce a building’s apparent height and bulk.

Balcony - A balcony is an outdoor space built as an above ground platform projecting from the wall of a building and enclosed by a parapet or railing.

Bay Window - A bay window protrudes from the main exterior wall. Typically, the bay contains a surface that lies parallel to the exterior wall, and two surfaces that extend perpendicular or diagonally from the exterior wall.

Blank Walls - Walls subject to "blank wall" requirements are any ground-level wall over six feet (6’) in height measured from finished grade at the base of the wall, and longer than 50’ measured horizontally, that does not have any significant building feature, such as a window, door, modulation or articulation, or other special wall treatment within that 50’ section.

Courtyard - A courtyard is an open space, usually landscaped, that is enclosed on at least three sides by a structure or structures.

Curb Cut - A curb cut is a depression in the curb for a driveway to provide vehicular access between private property and the street.

Deck - A deck is a roofless outdoor above-ground platform projecting from the wall of a building and supported by piers or columns.

Design Details - Architectural or building design details refer to the minor building elements that contribute to the character or architectural style of the structure. Design details may include moldings, mullions, rooftop features, the style of the windows and doors, and other decorative features.

Facade - A facade is any portion of an exterior elevation of a building extending from the ground level to the top of the parapet wall or eaves, for the entire width of the building elevation. A front facade is typically the facade facing the major public street(s). An entry facade is typically the facade with the primary public entry.
Foot-candle - A foot-candle is a unit used for measuring the amount of illumination on a surface. The amount of usable light from any given source is partially determined by the source’s angle of incidence and the distance to the illuminated surface.

Frontage - As used in these guidelines, frontage refers to length of a property line along a public street or right-of-way.

Front Yard - As used in these guidelines, the front yard is the area between the street(s) and the nearest building facade.

Human Scale - The size of a building element or space relative to the dimensions and proportions of the human body.

Lumen - A lumen is a unit used for measuring the amount of light energy given off by a light source.

Modulation - Modulation is a stepping back or projecting forward of portions of a building facade within specified intervals of building width and depth as a means of breaking up the apparent bulk of a structure's continuous exterior walls. As used in these guidelines, the modulated portions must be at least 4 feet deep in order to qualify as modulation.

Pedestrian-Oriented Facades - “Pedestrian-oriented” facades are those that feature one or more of the following characteristics:

1. Transparent window area or window displays along at least half the length of the ground floor facade.
2. Sculptural, mosaic or bas-relief artwork along at least half the length of the ground floor facade.
3. “Pedestrian-Oriented Space” - As defined below.
4. Other measures that meet the intent of the criteria, as approved in conjunction with overall design review approval.

Pedestrian-Oriented Space - A pedestrian-oriented space is an area between a building and a public street that promotes visual and pedestrian access onto the site and that provides pedestrian-oriented amenities and landscaping to enhance the public’s use of the space. Generally, effective "pedestrian-oriented spaces" have:

- Visual and pedestrian access into the site from the public right-of-way,
- Paved walking surfaces of either concrete or approved unit paving,
- On-site or building-mounted lighting providing at least 2 foot candles (avg.) on the ground.
- Seating; at least 2’ of seating area (bench, ledge, etc.) or one individual seat per 60 SF of plaza area or open space.
- Landscaping that does not act as a visual barrier to views from the street or adjacent buildings.
- Site furniture, artwork or amenities such as fountains, kiosks, etc.
- Pedestrian weather protection or other enclosure, such as an arcade or gazebo.

Generally, "pedestrian-oriented spaces" shall not have:
• Asphalt or gravel pavement.
• Adjacent unscreened parking lots.
• Adjacent chain-link fences.
• Adjacent "blank walls" without "blank wall treatment."

Pedestrian-Oriented Streets – As defined in Figure 2.

Service Areas - Service areas refer to areas, enclosed or open, that contain 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 arrangement of buildings, driveways, sidewalks, landscaping, parking, 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, topography, drainage requirements, access points, the 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.