



**CITY OF KIRKLAND**  
Planning and Community Development Department  
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

## **MEMORANDUM**

**To:** Marilyne Beard, Interim City Manager

**From:** Eric Shields, Planning Director  
Jeremy McMahan, Planning Supervisor

**Date:** May 7, 2010

**Subject:** Correspondence Regarding Downtown Retail Zoning

### **RECOMMENDATION**

Review the attached letter from Andy Loos (Attachment 1) and discuss a response from the City Council.

### **BACKGROUND**

The letter from Mr. Loos requests that the City consider the following with upcoming code amendments:

- Retail uses for all areas of downtown except Park Lane shall include professional services and office uses.
- Reduction of traffic impact fees.

Staff has met with Mr. Loos and two other property owners and discussed the 2010 task in the adopted Planning Work Program to consider adding flexibility on retail use requirements for "end-of-block" retail spaces. This is scheduled to be considered in Phase II of miscellaneous code amendments, with review by the Planning Commission scheduled to start this summer and hearings in the fall. Mr. Loos is requesting that the City Council broaden this Work Program task. Given the current real estate market, the property owners have stated that they are interested in near-term amendments that do not require a Comprehensive Plan amendment (see policy discussion below).

Although the letter could imply that the ground floor retail restrictions were part of recent zoning code changes, it should be noted that some form of ground floor retail restrictions have been in place in the downtown core for over 30 years. The most recent amendments prohibited banks in CBD 1 on Park Lane and Lake Street and added specificity on retail depth requirements.

Regarding impact fees, the Public Works Department is considering amendments that would treat the downtown area more like a shopping center, with a single rate rather than tracking changes in individual tenants. This topic is being discussed by the Council's Economic Development Committee (EDC) and staff is scheduled to review options and financial implications with the EDC on May 24<sup>th</sup>.

## **POLICY CONSIDERATIONS**

Ground floor use restrictions in the downtown are based on Comprehensive Plan policies that set the vision for the type of downtown envisioned by the community. The vision and policy direction for the downtown area are found in the Downtown Plan section of the Moss Bay Neighborhood Plan (Attachment 2). The attached copy of the Downtown Plan highlights policy direction for ground floor use regulations. Note that some policies and implementing regulations provide specific development incentives (increased height and reduced setbacks) to facilitate the creation of retail. Allowing office uses outright in retail-restricted areas would be a fundamental shift in vision and policy for the downtown. Such a shift would require the City to amend the Comprehensive Plan.

Zoning restrictions are a common Main Street tool where, absent the central ownership control of a shopping mall to require complementary uses through leases, the City establishes use restrictions. A map of CBD zones with a summary of retail requirements is included as Attachment 3.

If Council wishes to address the near-term retail concern raised by Mr. Loos, the key question will be to what extent the Zoning Code can be amended while remaining true to the Comprehensive Plan. Public process will be another consideration. To the extent that changes in retail requirements are contemplated, the associated public process should be commensurate with the change. In addition to the involvement of property owners, downtown retailers, Kirkland residents, the Kirkland Downtown Association, and the Chamber of Commerce are potential stakeholders.

## **DISCUSSION QUESTIONS**

Below are some question intended to help facilitate Council discussion of the request:

- Is the current leasing market for retail a short term issue or a long term issue?
- How are other communities addressing the economic downtown with their retail requirements?
- Can we ensure that existing retailers are not harmed by potential changes?
- Should the City regulate ground floor use or should uses be left to the market?
- Which of the following best describes the Downtown's retail potential?
  - Downtown has limited retail potential, regardless of current economic climate.
  - Downtown has great retail potential, just needs time to come out of the regional and national economic downturn.
  - Downtown has great retail potential, just needs parking/incentives/collaboration/anchor retail, other see [Hovee Report](#)).

## **ALTERNATIVE ACTIONS**

1. Minor adjustments to retail requirements (currently on 2010 Work Program)

*Previous Work Program discussions with the Planning Commission and City Council have focused on minor adjustments to retail requirements that would not trigger amendments to the Comprehensive Plan. One consideration will be the "end-of-block" retail issue.*

2. Broaden 2010 Work Program without amending the Comprehensive Plan

*The Council could ask staff and the Planning Commission to expand the Work Program to consider additional loosening of retail requirements. One example would be to review other codes and classifications for additional service uses that would be acceptable in the affected zone.*

3. Amend the Comprehensive Plan and revise regulations based on policy changes

*The Council could either direct a revisiting of the subject portions of the Downtown Plan or could reprioritize the Moss Bay Neighborhood Plan to occur earlier than scheduled. This alternative could not be completed in 2010.*

Attachments:

1. Letter from Andy Loos
2. Downtown Plan
3. CBD Map

May 3, 2010

To: Kirkland City Council  
Mayor Joan McBride  
Deputy Mayor Penny Sweet  
Council Member Jessica Greenway  
Council Member Dave Asher  
Council Member Bob Sternhoff  
Council Member Doreen Marchione  
Council Member Amy Walen

RE: Downtown Retail Zoning

Dear Ms. McBride and Council:

I am representing a group of commercial property and business owners in downtown Kirkland in an effort to bring attention to the plight we face in the downtown core.

There has been an ongoing effort over the years to incentivize and encourage retail establishments in downtown Kirkland. The comprehensive plan envisions a diverse and active retail environment, but one that, we have not been able to achieve. Scores of meetings, consultants and well-intentioned City Councils, residents, staff and commercial property owners have all struggled to find the solutions to our under-performing downtown.

There is no simple solution to creating a vibrant downtown as we deal with a myriad of issues including our difficult access due to a street grid that has limited capacity, the lack of parking at peak times, our reliance upon “mom and pop” retail establishments (except banking) which are subject to high failure rates and our retail make-up which results in even our residents going to Redmond and Bellevue to shop and dine.

All of us want a mix of goods and services in our downtown core. Over the last couple of years there has been much discussion on the definition of “retail”. The Bank of America situation highlighted the ambiguity in the code and as a result the City adopted the new zoning code which narrowly defined retail uses for ground floor spaces in downtown Kirkland. The Kirkland Staff is currently drafting a plan that will further define acceptable retail uses in specific segments of downtown.

Several commercial property owners joined Joe Castleberry and me in meeting with the City Staff where we expressed our concerns about limiting retail uses in downtown Kirkland. We, as commercial property owners, have a bundle of rights that are being eroded in the face of difficult economic conditions. We contend that every new rule, mitigation fee and zoning restriction affects our ability to market and lease our properties and attract viable businesses to Kirkland.

We support a modification of the zoning code changes that were adopted last year. We would ask that the Staff include the following modification in their upcoming recommendations for downtown retail uses.

1. Retail uses for all areas of downtown except Park Lane shall include professional service and office uses. We visualize that these service businesses would have open window displays, inviting lobbies and not just blank wall facades. These service businesses would contribute to the environment that enables traditional retail to thrive. This change is what downtown Kirkland desperately needs. This provision would allow for physical therapists, chiropractors, dentists, architects and other professional office uses. We see no difference between these uses and a hair salon, nail salon or barber shop- all of which are permitted.
2. We would also ask that traffic mitigation or impact fees be reduced to enable prospective businesses to open in Kirkland. Our fees are currently a major impediment to new retailers. We understand that Kirkland Public Works is working on a project to change these fees to be a more shopping center or cluster oriented structure. If this study results in a substantial reduction in these impact fees, then we would applaud the effort. In 2007 Kirkland's road impact fee for general retail was 84 cents per square foot. In 2008 the impact fee increased to \$3.13 per square foot (an increase of 272%). The fee increased again in 2009 to \$3.49 per square foot (another increase of 11%). Restaurants were \$5.56 in 2007, \$19.78 in 2008 and \$22.04 in 2009 – a 400% increase in three years.

We don't believe these actions, restricting retail uses and increasing impact fees, are sending the message to prospective tenants that Kirkland is "open for business". Yes, with no Business and Occupation tax we hope to encourage business investment but the B&O tax is based upon revenue which is taxed once a business is operating. Impact fees are a capital cost which is much tougher for them to justify when opening a new location.

We contend that the addition of professional office uses in the downtown will do the following:

1. Fill currently vacant retail spaces with high-value tenants instead of vacant storefronts
2. These expanded office service uses will NOT add to the parking problem since they typically are not using parking during peak hours.
3. The expanded uses will add employees and clients to the daytime hours in downtown which is typically our slow period. And these employees and clients will support neighboring retail uses.
4. The expanded uses will also provide stable employment in the downtown at a time when office development is non-existent.

We'd all like to fill our downtown with cute shops and restaurants but that is not realistic. Our location and waterfront is a draw for the restaurants in our downtown but our infrastructure can only support so many of them. We can't accommodate an entire downtown of restaurants and cafes. Our local retail shops must compete with national

and regional retailers in dynamic area malls which include entertainment and a wide variety of shopping experiences. The market has clearly spoken to us about what can succeed in Kirkland.

We propose amending the staff report on ground-related retail uses to include professional service and office uses and also to request a substantial reduction in mitigation or impact fees.

We would welcome the opportunity to meet and discuss these issues at your convenience.

Thank you.

Andy Loos  
Representing SRM Development for  
Merrill Gardens at Kirkland  
RD Merrill at 101 Kirkland Avenue

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

#### A. VISION STATEMENT

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirklanders by Downtown's historic role as the cultural and civic heart of the community.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

#### B. LAND USE

---

***A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.***

---

The Downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirklanders to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown's vision, care must be

taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

---

***Land use districts in the Downtown area are identified in Figure MB-3.***

---

Figure MB-3 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

#### CORE AREA

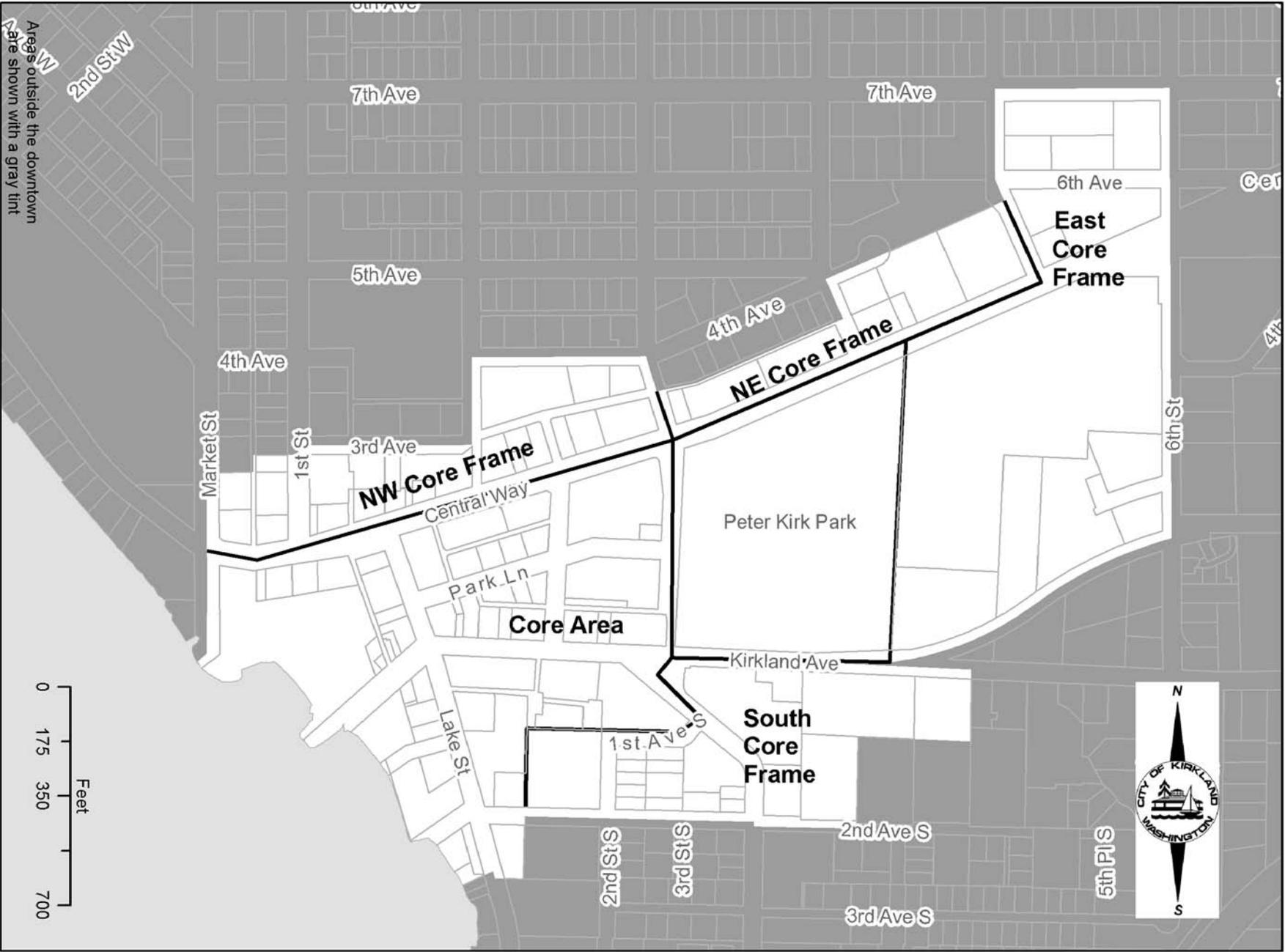
---

***Pedestrian activity in the core area is to be enhanced.***

---

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirklanders and visitors alike.



**Figure MB-3: Downtown Land Use Districts**

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

***Drive-through facilities and ground-floor offices are prohibited.***

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment. For example, in areas where take-out eating facilities are permitted, a litter surcharge on business licenses should be considered as a means to pay for additional trash receptacles or cleaning crews.

***The creation and enhancement of public open spaces is discussed.***

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted. Surface parking lots should be eliminated in favor of structured parking. In the interim, their role as one form of open area in the Downtown should be improved with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

A high-priority policy objective should be for developers to include only enough parking stalls in their projects within the core area to meet the immediate need and to locate the majority of their

parking in the core frame. This approach would reserve the majority of core land area for pedestrian movement and uses and yet recognize that the adjacent core frame is within a very short walk.

The City should generally avoid vacating alleys and streets in the core area. The existing network of street and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

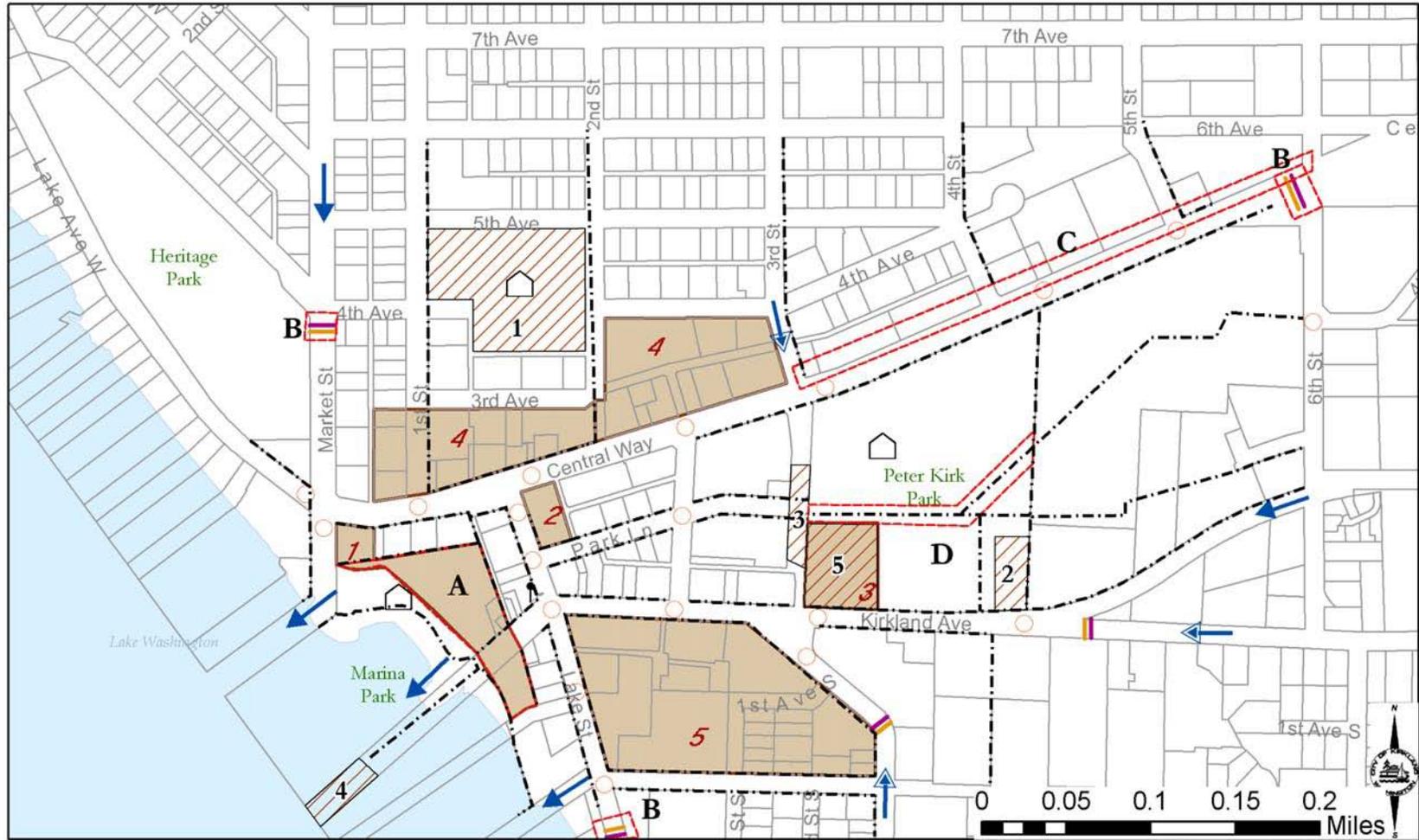
#### ***NORTHWEST CORE FRAME***

***Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame.***

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable; provided, that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure MB-4). Developers should be encouraged to include surplus public parking in their projects, or to incorporate private parking “transferred” from projects in the core or funded by the fee-in-lieu or other municipal source. While pedestrian pathways are not as critical in this area as they are in the core, drive-through facilities should nevertheless be encouraged to locate elsewhere, to the east of 3rd Street.

Figure MB-4: Downtown Master Plan



-  Major Public Facility
- 1 City Hall
- 2 Peter Kirk Park  
Civic & Cultural Center
- 3 Transit Center
- 4 Tour Boat Dock
- 5 Library

-  Public Parking
- 1 Lakeshore Plaza Site
- 2 Park Lane Site
- 3 Peter Kirk Site
- 4 North Slope
- 5 South Slope

-  Proposed Public/Private Project
- A Lakeshore Plaza
- B Gateway Improvements
- C Central Way Undergrounding
- D Park Walk Promenade

- Urban Design Assets
-  Major Pedestrian Route
  -  Major Crosswalk
  - Visual Landmarks
    -  Major
    -  Minor
  - View
    -  Local
    -  Territorial
    -  Gateway

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

#### ***NORTHEAST CORE FRAME***

---

***A broad range of commercial uses should be encouraged in the Northeast Core Frame.***

---

The Northeast Core Frame currently contains the bulk of the Downtown area's automobile-oriented uses. Redevelopment or new development in this area should be encouraged to represent a broader range of commercial uses.

Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. Development should also underground utilities, and incorporate parking lot landscaping and a reduction in lot coverage in site design. This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

#### ***EAST CORE FRAME***

---

***Development in the East Core Frame should be in large, intensively developed mixed-use projects.***

---

The East Core Frame is located east of Peter Kirk Park, extending from Kirkland Way northerly to 7th Avenue. The area includes the Kirkland Parkplace shopping center as well as several large office buildings and large residential complexes. South of Central Way, the area is largely commercial and provides significant opportunities for redevelopment. Because this area provides the best opportunities in the Downtown for creating a strong employment base, redevelopment for office use should be emphasized. Within the Parkplace Center site, however, retail uses should be a significant component of a mixed-use complex.

Limited residential use should be allowed as a complementary use.

The north side of Central Way, within the East Core Frame, has been redeveloped to nearly its full potential with high density residential uses.

#### ***SOUTH CORE FRAME***

---

***Retail, office, and office/multifamily mixed-use projects are suitable for the South Core Frame.***

---

The South Core Frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed-use projects.

---

***Public parking may be provided in the South Core Frame.***

---

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public parking in their projects in this area or to accommodate private parking transferred from the core or funded by fee-in-lieu or other municipal source.

The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core. The vacation of 1st Avenue South, west of 2nd Street South, and 1st Street South should be considered as a means of concentrating more intensive development to the west.

---

***Mitigation measures to reduce impacts on single-family residences may be required.***

---

As this area lies just north of an established single-family neighborhood, mitigation measures may be required to minimize the impacts of any new nonresidential development on these single-family homes. These measures may include the restriction of vehicle access to projects within the South Core Frame to nonresidential streets. Public improvements, such

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

as physical barriers to restrict traffic flow in these areas, may be considered. The architectural massing of projects in this area should be modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

#### C. URBAN DESIGN

The urban design of Downtown Kirkland consists of many disparate elements which, together, define its identity and “sense of place.” This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure MB-4).

The following discussion is organized into three sections:

- A. Downtown Design Guidelines and Design Review;
- B. Building Height and Design Districts; and
- C. The Image of the City: Urban Design Assets.

#### ***DOWNTOWN DESIGN GUIDELINES AND DESIGN REVIEW***

---

#### ***Mechanics of Design Review are described.***

---

The booklet entitled “Design Guidelines for Pedestrian-Oriented Business Districts,” which is adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. The booklet includes an explanation of the mechanics of the Design Review process to be used for all new development and major renovations in the Downtown area. The booklet entitled “Master Plan and Design Guidelines for Kirkland Parkplace” contains guidelines for the master planned development of the Kirkland Parkplace site (Design District 5A). Discretion to deny or condition a design proposal is based on specific Design Guidelines or a

master plan adopted by the City Council and administered by the Design Review Board and Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown’s visual and historic character. This is to be achieved by injecting into each project’s creative design process a recognition and respect of design principles and methods which incorporate new development into Downtown’s overall pattern. The Guidelines would be applied to any specific site in conjunction with the policy guidance provided by the Downtown Master Plan and the following text regarding Design Districts.

The Design Review Process enables the City to require new development to implement the policy guidance contained in the Guidelines, the Master Plan for Downtown, and to protect and enhance the area’s urban design assets. A more complete description of how Design Review should operate is found in the Zoning Code.

#### ***BUILDING HEIGHT AND DESIGN DISTRICTS***

Figure MB-5 identifies eight height and design districts within Downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area’s proximity to other noncommercial uses.

#### ***Design District 1***

---

***Maximum building height in Design District 1 is between two and five stories, depending on location and use.***

---

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District 2, this area corresponds to the core area as shown in Figure MB-3.

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

The maximum building height in this area should be between two and five stories with no minimum setback from property lines. Stories above the second story should be set back from the street. To preserve the existing human scale of this area, development over two stories requires review and approval by the Design Review Board based on the priorities set forth in this plan.

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 designated as 1A in Figure MB-5 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This additional story may be considered by the Design Review Board for projects where at least two of the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

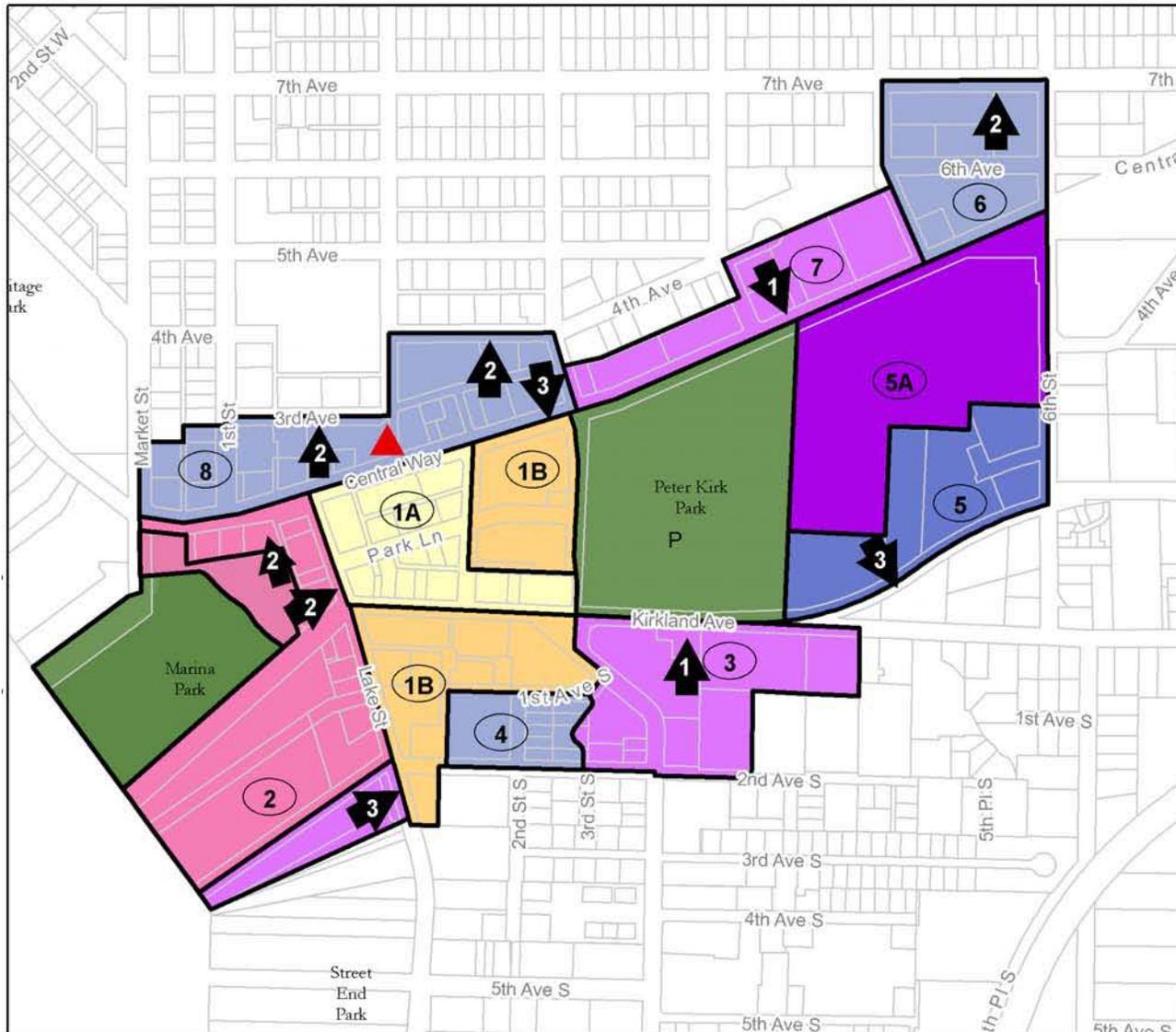
The portions of Design District 1 designated as 1B in Figure MB-5 provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing

development in these areas consists of older auto-oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. South of Kirkland Avenue, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking, and blank facades should be located away from the street frontage.

Figure MB-5: Downtown Height and Design Districts



**Maximum Number of Stories**  
(See text for specific allowances)

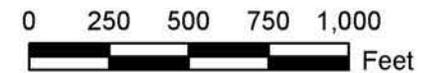
- 1-2
- 1A** 2-3\* [Discretionary Approval for Heights over 2 Stories]
- 1B** 2-4\* [Discretionary Approval for Heights over 2 Stories]
- 3
- 4
- 5** 3-5 [Discretionary Approval for Heights over 2 Stories Pursuant to KZC and Parkplace Master Plan and Design Guidelines]
- 5A** 3-8 [Discretionary Approval for Heights over 2 Stories Pursuant to KZC and Parkplace Master Plan and Design Guidelines]

\*One Additional Story Allowed for Upper Story Residential

# of Stories on street (height steps up from street)

# Design District

Height measured relative to slope



---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

#### *Design District 2*

---

***One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.***

---

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. **This area serves as the link between Downtown and the lake and helps define the traditional pedestrian-oriented retail environment.** In addition, the existing low development allows public views of the Lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in the Downtown Master Plan (see Figure MB-4). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

As in District 1, pedestrian orientation is an equally important design consideration in District 2. In addition, improvements related to the visual or physical linkage between building in this area and the lake to the west should be incorporated in building design.

The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

#### *Design Districts 3 and 7*

---

***Maximum building height is three stories in Design Districts 3 and 7.***

---

These districts are east of 3rd Street, north of Central Way, and south of Peter Kirk Park. Maximum building height should be three stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. **Lower portions of projects with a pedestrian orientation should be allowed to encroach into the setbacks to stimulate pedestrian activity and links to eastern portions of the Downtown.** Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced.

In Design District 3, the restriction of access points to nonresidential streets may be necessary in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south.

#### *Design District 4*

---

***Maximum building height to be four stories.***

---

This district is located south of 1st Avenue South, east of 1st Street South. Land in this area is appropriate for developments of four stories in height.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District 8. The

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District 4.

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

#### *Design District 5*

---

***Building heights of two to five stories are appropriate in Design District 5.***

---

This district lies at the east side of Downtown between Design District 5A and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Portions of buildings facing Kirkland Way and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs onto the park with service access or blank walls. Landscaping and pedestrian linkages should be used to create an effective transition.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

#### *Design District 5A*

---

***Building heights of three to eight stories are appropriate in Design District 5A.***

---

This district lies at the east side of Downtown between Central Way and Design District 5 and is commonly known as Parkplace. This property is distinguished from the remainder of Design District 5 by the following factors: it is a large parcel under common ownership; it is topographically distinct based on previous excavation to a level that is generally lower than Central Way and abutting properties to the south and east; it has frontage on Central Way; and it contains a mix of uses not found on other office or residential only properties in District 5. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

**Redevelopment of this area should be governed by the Kirkland Parkplace Master Plan and Design Guidelines** as set forth in the Kirkland Municipal Code. Heights of up to eight stories are appropriate as an incentive to create a network of public open spaces around which is organized a dynamic retail destination. **Development under the Master Plan and Design Guidelines should guide the transformation of this district from an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community by placing parking underground; activating the streets with retail uses;** and creating generous pedestrian paths, public spaces and gathering places. Pedestrian connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood.

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Special attention to building design, size, and location should be provided at three key locations: at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway; along Central Way to respond to the context along the north side of the street; and facing Peter Kirk Park to provide a transition in scale to Downtown's central greenspace.

Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management.

#### *Design District 6*

---

***Maximum building heights of two to four stories are appropriate for Design District 6.***

---

This large block of land located between 5th Street and 6th Street, north of Central Way, and south of 7th Avenue, is identified as a major opportunity site for redevelopment elsewhere in this document. Figure MB-6 contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping.

Safe, convenient, and attractive pedestrian connections across the district should be provided. This path should be designed under a covered enclosure or arcade along the storefronts in this area. Visual interest and pedestrian scale of these storefronts will contribute to the appeal of this walkway to the pedestrian. A connection of this pathway to Central Way should be made, with a continuation of the overhead enclosure to unify this pedestrian route.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

A substantial building setback or mitigating design such as the site configuration on the south side of Central Way is necessary in order to preserve openness at this important gateway site. The northeast and southeast corners of this block should be set aside and landscaped to provide public open spaces or miniparks at these gateways. Side-yard setbacks, however, should be minimal to reduce the appearance of a building surrounded by a parking area.

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single-family homes to the north.

#### *Design District 8*

---

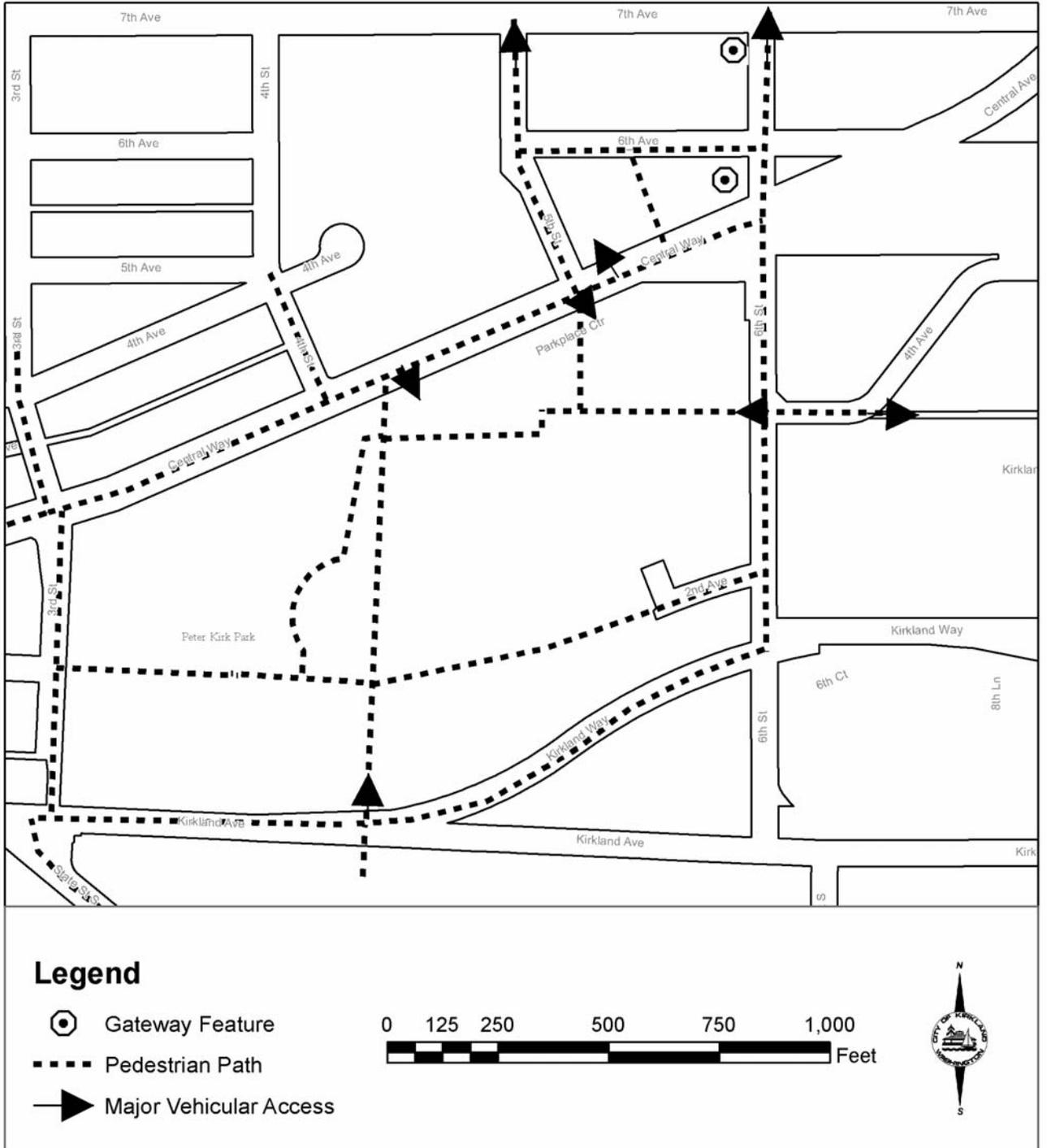
***Building heights of two to four stories are appropriate, depending on location.***

---

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.

# XV.D. MOSS BAY NEIGHBORHOOD

## 3. DOWNTOWN PLAN



**Figure MB-6: Design Districts 5 and 6 - Circulation and Gateways**

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

---

#### ***Building height calculation should require terracing of building forms on sloped sites.***

---

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

#### ***THE IMAGE OF THE CITY: URBAN DESIGN ASSETS***

Many of Downtown's urban design assets are mapped on the Master Plan (Figure MB-4) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

#### ***Visual Landmarks***

---

#### ***Lake Washington is a major landmark in Downtown Kirkland.***

---

The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and

enhancement of views from the eastern (NE 85th Street) and northern (Market Street) approaches is a high-priority policy objective.

Despite the prominence from these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface parking below a public plaza. This open space amenity could redefine the Downtown and become the focal point of the community.

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The Peter Kirk Park civic and cultural facilities (Library, Municipal Garage, Peter Kirk Pool, Kirkland Performance Center, Peter Kirk Community Center, Teen Union Building) located at the south edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940s, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some form of preservation would provide continuity between the Downtown vision and its unique past.

#### *Public Views*

---

#### ***Important Downtown views are from the northern, southern, and eastern gateways.***

---

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography characterizing the City's center. One of the views most often associated with Downtown Kirkland is from NE 85th Street just west of Interstate 405. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure MB-4, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the GTE site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

#### *Gateways*

---

#### ***Topographic changes define gateways into the Downtown area.***

---

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a

change in topography to provide a visual entry into the area.

At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to the Waverly site.

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

#### *Pathways*

---

#### ***An extensive network of pedestrian pathways covers the Downtown area.***

---

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, and Kirkland Avenue are major pedestrian routes. Many

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link Parkplace with the rest of the shopping district.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

---

#### ***Enhancement of Downtown pedestrian routes should be a high-priority objective.***

---

Enhancement of the Downtown area's pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe, should be strongly supported. Figure MB-4 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

## D. PUBLIC FACILITIES

### ***OPEN SPACE/PARKS***

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area and provide a valuable amenity,

enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with the Waverly site and Marina Park enhancing the northern entry, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture and play equipment for children at Marina Park.

---

#### ***Pedestrian improvements should be made to improve connections between parks and nearby facilities.***

---

Downtown projects which are not directly related to the parks should continue to locate adjacent to the parks, and in some cases, should share access or parking. Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities will help to reduce the appearance of a separation of uses at these locations.

The boat launch ramp which exists at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

### ***OTHER PUBLIC FACILITIES***

City Hall and the Peter Kirk Park civic and cultural center add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. In its new location, City Hall is close enough to Downtown to contribute workers to the retail and restaurant trade,

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

---

***Public efforts to assist the Downtown business district should be continued.***

---

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for private projects such as the Lakeshore Plaza Boardwalk, which would help to implement public policy goals.

## E. CIRCULATION

### PEDESTRIAN

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for the pedestrian. Pedestrian safety would be increased greatly by reducing opportunities for conflicts with cars. The reprogramming of crosswalk signals to favor the pedestrian would discourage jaywalking and allow sufficient time for slower walkers to cross the street.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. “Shortcuts” between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

---

***A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.***

---

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

Brick crosswalks have been installed at 3rd Street and Park Lane in conjunction with the METRO transit center facility. The expansion of the use of brick for crosswalks throughout the Downtown should be considered. In any case, additional restriping of crosswalks in the Downtown area should be actively pursued.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure MB-4. Major pathways include the extensive east-west “spine” or “Park Walk Promenade,” which links the lake with points east of 6th Street and the shoreline public access trail.

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

intersection of 6th Street and Central Way. Elevated crosswalks should be considered among the alternatives reviewed for pedestrian access across Central Way. Disadvantages to elevated crosswalks which should be considered are potential view blockage and the loss of on-street pedestrian traffic.

The portion of the Park Walk Promenade spanning Peter Kirk Park was installed by the City during renovation of the park facilities. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops.

Figure MB-4 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

---

***A large public plaza should be constructed west of buildings on Lake Street to enhance the Downtown's lakefront setting (See Figure MB-4).***

---

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The plexiglas and metal "space frames" used at Mercer Island's Luther Burbank Park and at the Seattle Center are possible

design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.

#### **VEHICULAR**

Automobiles and public transit are the modes of transportation which move people in and out of the Downtown, and often between the core area and the frame. Within the Downtown, pedestrian circulation should be given equal priority with vehicular circulation. A primary circulation goal should be to emphasize pedestrian circulation within the Downtown, while facilitating vehicle access into and out of the Downtown.

---

***Alternate traffic routes should be considered.***

---

Lake Street should be designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles. Future plans for Lake Street and Lake Washington Boulevard may include the diversion of cars from the Downtown area, and 6th Street would provide the most appropriate north/south alternative route. The existence of commercial development on this street renders it more appropriate than State Street to handle substantial commuter traffic.

---

***The use of public transportation to the Downtown should be encouraged.***

---

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center

---

## XV.D. MOSS BAY NEIGHBORHOOD

### 3. DOWNTOWN PLAN

---

located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

#### **PARKING**

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area: at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure MB-4).

---

#### ***Public parking to be a permitted use on private properties north and south of the core area.***

---

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure MB-4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot, would adapt well to structured parking due to the topography in the immediate vicinity of these lots. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

### Ground Floor Retail Requirements

**CBD 1A & 1B:** Required with 20' min. depth, 30' average. No banks allowed on Park Lane or Lake Street

**CBD 2:** Required with 30' depth. Planning Director can modify depth if criteria met

**CBD 3:** Required with 30' depth. Planning Director can modify depth if criteria met. NA for portion of State St. & 2<sup>nd</sup> Ave. S. Incentives allow reduced setbacks & increased lot coverage in exchange for retail.

**CBD 4:** Not required

**CBD 5:** Not required

**CBD 5A:** (Parkplace) Required pursuant to Touchstone's approved Master Plan

**CBD 6:** Not required

**CBD 7:** Required with 30' depth. Planning Director can modify depth if criteria met. NA for portion of State St. & 2<sup>nd</sup> Ave. S. Incentives allow reduced setbacks & increased lot coverage in exchange for retail.

**CBD 8:** Required with 30' depth along Central Way. Planning Director can modify depth if criteria met. NA for portion of State St. & 2<sup>nd</sup> Ave. S. Incentives allow reduced setbacks & increased lot coverage in exchange for retail.



# Downtown Properties

Produced by the City of Kirkland.  
(c) 2010, the City of Kirkland, all rights reserved.  
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.  
M:/IT/Mxds/DowntownArea-Planning