

# MIXED USE DEVELOPMENT

## Master Plan and Design Guidelines





## Master Plan Organization

This document is comprised of the following sections:

### DESIGN GUIDELINES

- 12. All District
- 13. District Specific
  - a. Gateway
  - b. Central Way
  - c. Park Interface
  - d. Central Retail Hub

## 1. INTRODUCTION

Located along Central Way and 6th Street, Kirkland Parkplace has the potential to offer many great amenities to Kirkland's downtown. The proposed mixed-use center includes approximately 1.75 million square feet of development consisting of retail, office, hotel and sports club that are, in effect, an extension of the existing downtown. Parkplace provides components that meet the City's Comprehensive Plan, East Core Frame (2004, 2008) as described below:

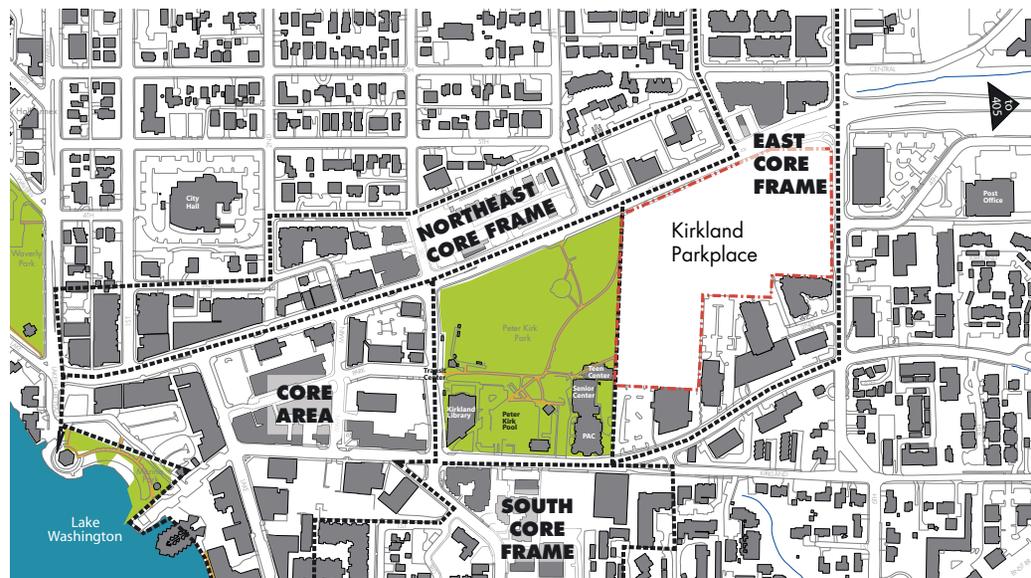
*CP Policy: Heights of up to eight stories are appropriate as an incentive to create a network of public open spaces around which is organized a dynamic retail destination.*

**Response:** Parkplace is an urban, open-air retail, restaurant, entertainment, office, hotel and sports club complex. (See page 7 for networks of open space, retail frontage and pedestrian connections.)

*CP Policy: 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 street; and facing Peter Kirk Park to provide a transition in scale to downtown's central greenspace. Pedestrian connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood.*

**Response:** Specific design guidelines have been defined to encourage unique environments and experiences in each of these three locations.

*CP Policy: 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.*



**Response:** The compact development, pedestrian-friendly, mixed-use nature of the land use in 5A is fundamentally sustainable. It provides a live-work balance in downtown Kirkland and provides access to goods and services people need in proximity to where they live. Combined with a commitment to sustainable strategies in the design of the development, Kirkland Parkplace will significantly contribute to lowering carbon emissions and energy use relative to a suburban model of development.

## 2. VISION

Parkplace creates a new destination in Kirkland featuring tree lined streets, landscaped open spaces, offices overlooking public plazas, and a wide variety of shopping, dining, entertainment and recreation experiences. Parkplace's contemporary Northwest architecture evokes Kirkland and its environs with green design, appropriate massing, and orientation. Appropriate placement of trees, fountains, benches, street lamps, and decorative sidewalk treatments add a rich texture to Parkplace's plazas and streets.

The combination of pedestrian oriented streets, distinctive architecture, unique urban character, sensitive integration and progressive sustainable design strategies will make Kirkland Parkplace an attractive and valued gathering place for Kirkland's citizens for years to come.

### 3. APPLICATION

The Master Plan and Design Guidelines set forth in this document have been created to guide the development of Kirkland Parkplace to meet the intent of the vision for CBD-5A of the City of Kirkland. Compliance with this Master Plan and Design Guidelines document shall be required to allow increased height and reduced setbacks in exchange for providing a mixed-use center and public amenities. These Standards and Guidelines are to be used in addition to the standard zoning regulations for CBD-5A. These Standards and Guidelines are supplemental, not a substitution, to the City of Kirkland Municipal Code and its supporting documents.

### 4. REVIEW PROCESS: DETERMINING COMPLIANCE

This document establishes performance criteria and provides recommendations for achieving specific design objectives. Compliance with the Master Plan including: general standards, general public amenity and access locations and street dimensional requirements shall be determined by administrative review. Compliance and consistency with the Design Guidelines shall be determined by the Design Review Board in a Design Response conference, (refer to DRB process KMC 142.35.9). In the DRB's review of the project, the Board shall respect the requirements and commitments established in this Master Plan.

Section	Review Process
Development Standards <ul style="list-style-type: none"> <li>• Program Requirements (Item 9)</li> <li>• Public Amenities and Access (Item 10)</li> <li>• Street Classifications (Item 11)</li> </ul>	Planning Official
Design Guidelines <ul style="list-style-type: none"> <li>• All Districts (Item 12)</li> <li>• District Specific (Item 13)</li> </ul>	Design Review Board

### 5. MODIFICATIONS

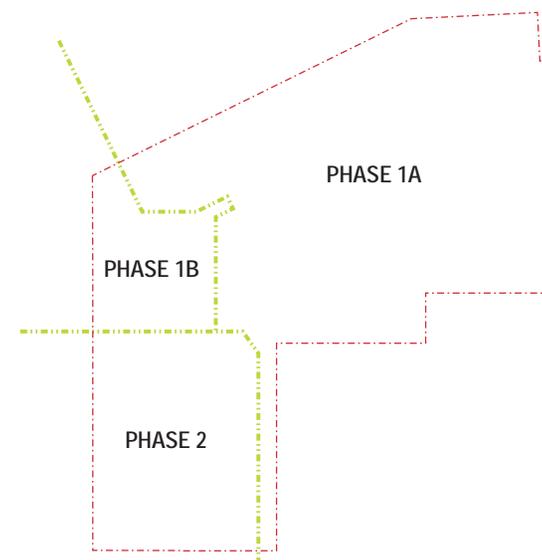
A major modification to the Master Plan is any proposal that would result in a change that would substantially alter the Plan's proposed development such as: decrease in open space quantity, changes to locations of primary access/pedestrian streets, or changes in allowed use. Major modifications to the Master Plan shall require a staff review for consistency with the Comprehensive Plan and City Council Approval, (refer to KMC 3.30.040).

A minor modification to the Master Plan is any proposal that would result in a change that would not substantially alter the Plan's proposed development such as: façade treatments, street design variation, character/design detail of public spaces, or minor variations in design of sidewalks, pathways, lighting and landscaping. The Design Review Board may grant a design departure or minor variation only if it finds that both of the following requirements are met:

- the variation is consistent with the intent of the guideline and results in superior design.
- the departure will not result in any substantial detrimental effect on nearby properties or the neighborhood.

### 6. PHASING

This development shall be staged in two major phases (1 and 2) with two minor stages in phase one (1A and 1B).



## 8. DESIGN INTENT

This Master Plan and Design Guidelines document was created using the identified 8 Guiding Principles for the project which were derived from input from the City staff, the Design Review Board, Planning Commission, various community groups and the residents of Kirkland.

### GUIDING PRINCIPLES OF INTENT

1. Emotional Ownership by the Community
  - Incorporate the project into the story of Kirkland
  - Enable meaningful community exchanges
  - Inspire unique experiences and discoveries
  - Promote the coalescence of Community, Culture and Commerce
  - Provide a 'transforming experience' vs. a 'transaction experience'
  - Include neighborhood retail
2. Site Planning "Connections"
  - Include public spaces such as plazas
  - Create clear vehicular access and parking
  - Create strong emphasis on the streetscape
  - Support active public spaces
  - Provide clear and inviting public access
3. Places for People
  - Create easily accessible public spaces
  - Develop spaces that vary in size and offer choices for all ages
  - Provide safety and comfort
  - Integrate into the social life of downtown Kirkland
4. Enhance the Pedestrian Environment
  - Promote Walkability: network of internal and external pedestrian connections
  - Create visual interest for along the street
  - Incorporate rich variety of materials
  - Provide and enhance pedestrian circulation and retail continuity
5. Integrate Vehicular Access and Parking
  - Minimize the visual presence of parked cars
  - Allow parking to be utilized during nights/weekends for benefit of community and downtown
6. A Mix of Uses = A mix of Building Types
  - Create a variety of building types, scales, and materials
  - Express a three-dimensional quality to the public spaces
7. Appropriate Massing and Scale
  - Create pedestrian spaces with access to sun
  - Address surrounding edges
  - Consider scale, massing, and detail of individual buildings
  - Express human-scale, detailed street level building façades
8. Sustainability
  - Establish macro-scale/site sustainable strategies
  - Pursue building specific sustainable strategies
  - Encourage tenant-specific sustainable strategies

## 9. Program Requirements

- A. Pedestrian Space:  
The development will include a variety of public open spaces that vary in size and character. A minimum of 10%, or 50,000 of the site shall be activated pedestrian-oriented space, in the form of courtyards, plazas, winter atrium, etc. See diagram (pg 7) for approximate locations and dimensional requirements of specific spaces. Definition of appropriate design treatments are found in the district specific design guidelines.
- B. Arts Commitment:  
In an effort to encourage integrated art into the project, Parkplace is working in collaboration with representatives from the cultural council and local art community and will identify and create opportunities to integrate art into the project.
- C. Green Building Commitment:  
1. The following requirements will apply to the Kirkland Parkplace project:
- All office buildings will be designed to achieve a LEED-CS Gold threshold. A USGBC LEED Pre-Certification application showing points meeting LEED-CS Gold will be included with permit submittals to show which points will be pursued.
  - The hotel will be designed to a LEED-CS Certified or LEED-NC Certified threshold, or to meet the sustainability program of the hotel operator.
  - The applicant shall encourage all potential tenants for Kirkland Parkplace to pursue LEED-CI. To accomplish this, the applicant will create and distribute to tenants a set of Tenant Design Guidelines to show strategies tenants can use to achieve LEED-CI certification. These Tenant Design Guidelines will be made available to the City of Kirkland to inform their ongoing sustainability programs.
  - At the end of all tenant build-outs on the office, the applicant will prepare an executive summary for the City of Kirkland, outlining what sustainability measures were incorporated in the tenant build-outs (unless otherwise restricted by tenant confidentiality).
  - In addition, the applicant will strive to make design choices in its Core and Shell buildings that are conducive to the achievement of LEED-CI by tenants.

2. In the interest of promoting a holistic sustainability approach, The applicant will strive to integrate site-specific strategies identified as focus areas, such as:
- Energy efficiency strategies, like centralized cooling options and heat recovery.
  - Low Impact Development (LID) strategies like stormwater planters, vegetated roofs, and bioswales.
  - Materials and Resource strategies, like recycled materials, regional materials, and FSC certified wood.

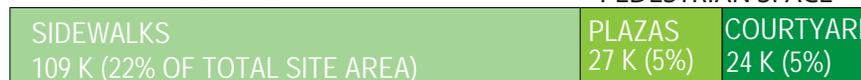
- D. Community Serving Retail and Services:  
Include neighborhood serving retail and services such as: grocery, childcare, bookstore, drugstore, dry cleaner, movie theatre, barbershop, shoe repair, etc.



### SITE AREA BREAKDOWN



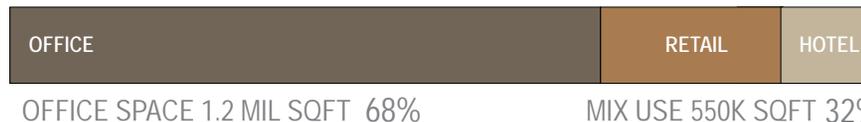
### OPEN SPACE BREAKDOWN



### PEDESTRIAN SPACE



### BUILDING GROSS SQUARE FOOTAGE BREAKDOWN



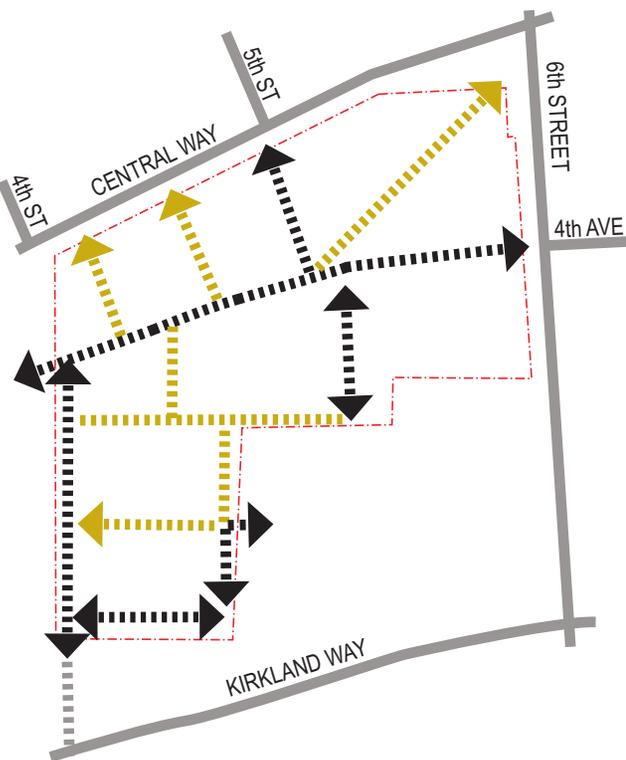
# 10. PUBLIC AMENITIES AND ACCESS

## PEDESTRIAN CONNECTIONS

*Intent: To create a network of identifiable linkages into and through the project site for pedestrians.*

The diagram below shows approximate pedestrian connections. Darker lines indicate primary connections required by the Comprehensive Plan. Lighter lines show secondary pedestrian connections linking to existing and proposed streets as well as Peter Kirk Park. These connections are for public use.

-  primary pedestrian connections
-  secondary pedestrian connections

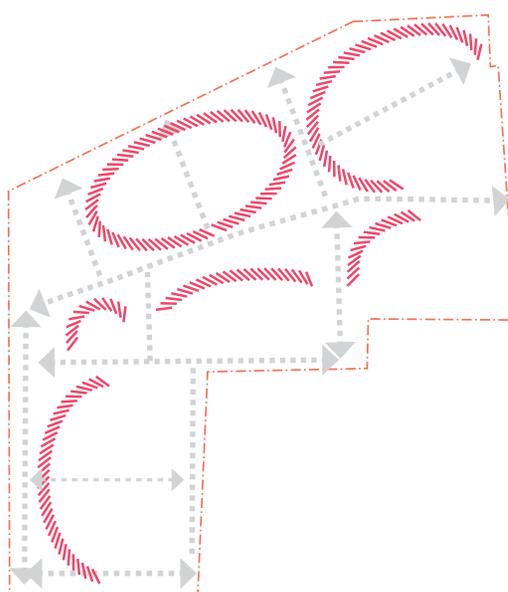


## RETAIL/RESTAURANT FRONTAGE

*Intent: To encourage and contribute to the liveliness and activation of pedestrian-oriented streets and spaces by providing retail and activating uses at the ground level.*

Predominant retail uses including shops, restaurants, grocery, and a movie theatre are required along pedestrian-oriented streets and public spaces. Additional activating uses are encouraged on the ground level throughout the development where feasible.

 retail/restaurant frontage



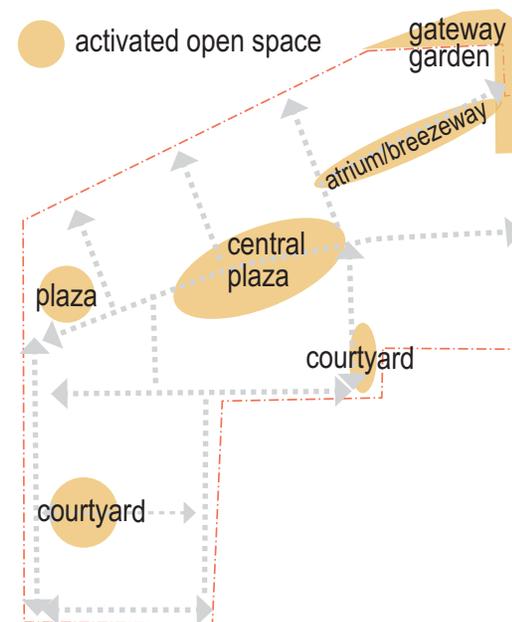
## PEDESTRIAN SPACE

*Intent: To provide a functional and diverse pedestrian environment by creating a variety of usable pedestrian open spaces.*

The following types of public/ pedestrian space are to be provided at a minimum of 10% of the total lot area, or 50,000 sf\*. Locations are approximate and not limited to those shown on the diagram below.\*

- central plaza:** shall have a minimum area of 15,000 square feet with a minimum average width of 70 feet
- courtyard/plaza:** shall have a minimum area of 2,500 square feet each
- atrium/breezeway:** shall have a minimum 35 foot wide separation between office floor plates
- roof top terraces:** shall provide a minimum of 10,000 sf total of publicly accessible rooftop terraces in one or more locations

\*See district specific guidelines for design parameters of public space (ex. central plaza, pg 27).



## 11. STREET CLASSIFICATION

*Intent: To create a street and sidewalk network that responds to the existing Kirkland grid pattern, creates a pedestrian oriented environment and allows direct interaction with Peter Kirk Park.*

### Adjacent Street Improvements

Central Way  
6th Street

### Access Streets

A.1 Central and 5th Street Connection  
A.2 6th Street and 4th Avenue Connection  
A.3 6th Street access to service alley (minor)  
A.4 Central Way and 4th Street Connection

### Pedestrian Streets

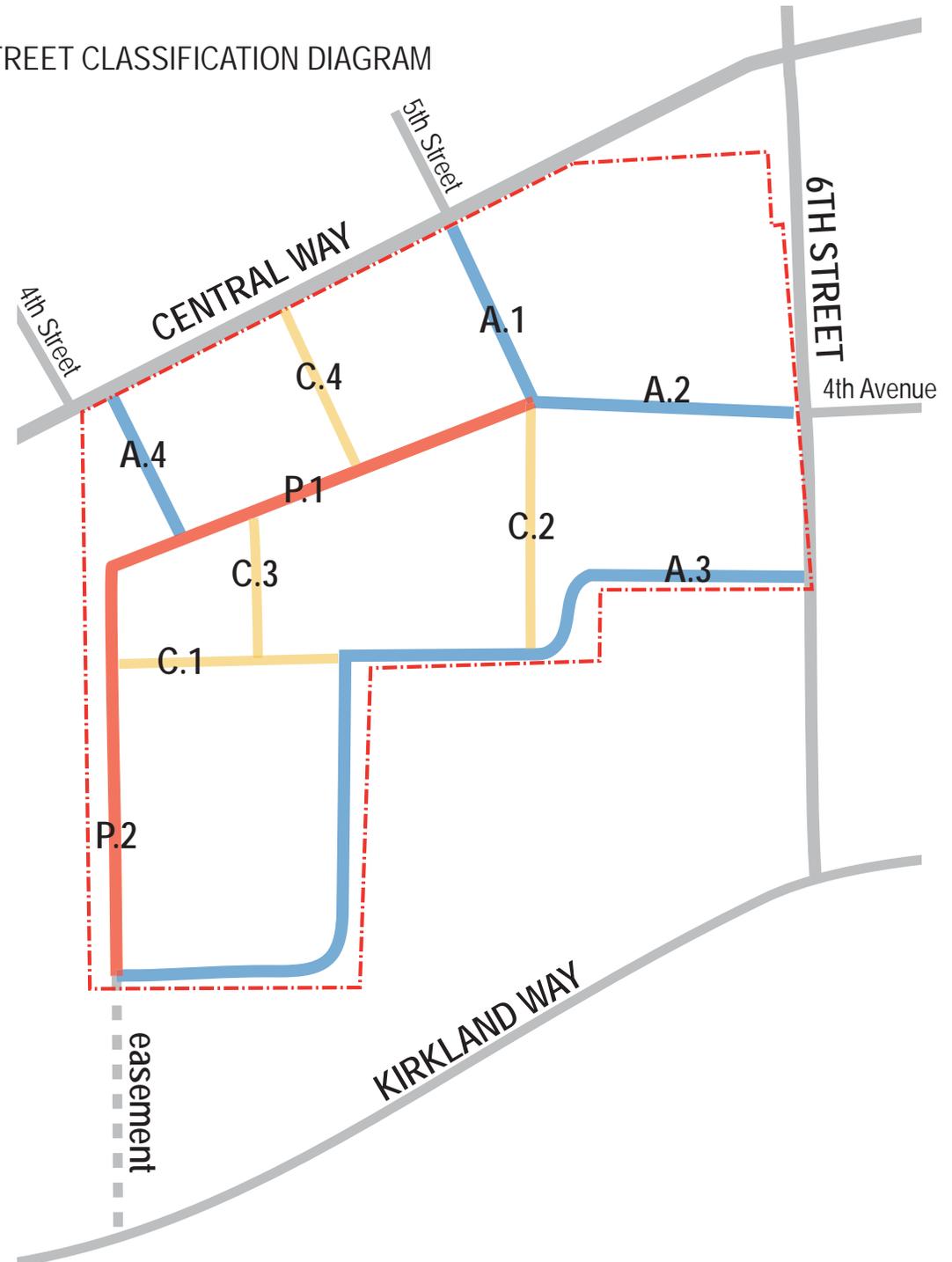
P.1 Main Street  
P.2 Park Promenade

### Secondary Connections

C.1 Service Alley/Park Promenade  
C.2 Service Alley /Main Street Connection  
C.3 Main Street/C.1 Connection (ped only)  
C.4 Central Way Mid-Block Connection (right in, right out)

The following street classifications and diagrams represent the various types of streets anticipated in the project. Final location and classification of streets may be adjusted in the final design to include such design techniques as: tight turning radii to calm traffic, curb bulb outs, textured crossings, etc. Access shall be in compliance with city codes and policies for public improvements and emergency access.

STREET CLASSIFICATION DIAGRAM



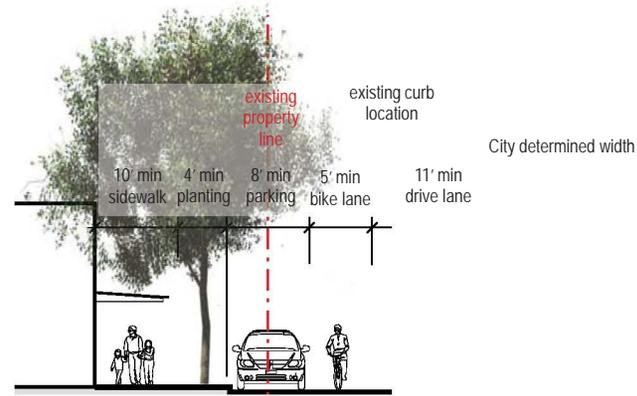
# 11. STREET CLASSIFICATION

## Adjacent Street Improvements

Central Way

6th Street

Street classifications are meant to be typical sections of the roadway. Slight variations may be necessary to accommodate driveways, varied landscaping techniques, street furniture, structural constraints, etc.

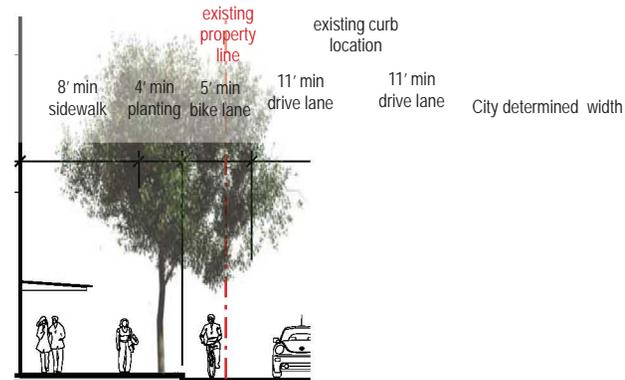


CENTRAL WAY FRONTAGE TYPICAL SECTION

section  
CENTRAL WAY

section

6TH STREET



6TH STREET TYPICAL SECTION

# 11. STREET CLASSIFICATION

## Access Streets

- A.1 Central and 5th Street Connection
- A.2 6th Street and 4th Avenue Connection

Street classifications are meant to be typical sections of the roadway. Slight variations may be necessary to accommodate driveways, varied landscaping techniques, street furniture, structural constraints, etc.

64' minimum street width

10' min sidewalk    4' min planting    7' min parking    11' min drive lane    11' min drive lane    7' min parking    4' min planting    10' min sidewalk



A.1 CENTRAL AND 5TH STREET CONNECTION TYPICAL SECTION

section  
A.1  
A.2  
section

66' minimum street width

8' min sidewalk    4' min planting    11' min drive lane    11' min ramp exit    11' min ramp entrance    11' min drive lane    10' min sidewalk



A.2 6TH STREET AND 4TH AVENUE CONNECTION TYPICAL SECTION

# 11. STREET CLASSIFICATION

## Access Streets

- A.3 6th Street access to service alley (minor)
- A.4 Central Way and 4th Street Connection

Street classifications are meant to be typical sections of the roadway. Slight variations may be necessary to accommodate driveways, varied landscaping techniques, street furniture, structural constraints, etc.



A.3 6TH STREET ACCESS TO SERVICE ALLEY (MINOR) TYPICAL SECTION

\* a landscape or architectural screen should be incorporated along south east property line to buffer property from the adjacent the residential use, (see design guideline on page 27 for exact location).

\*\* an 8' pedestrian path is required along the established pedestrian connections on the southeast portion of the street.

A.4 section

section A.3



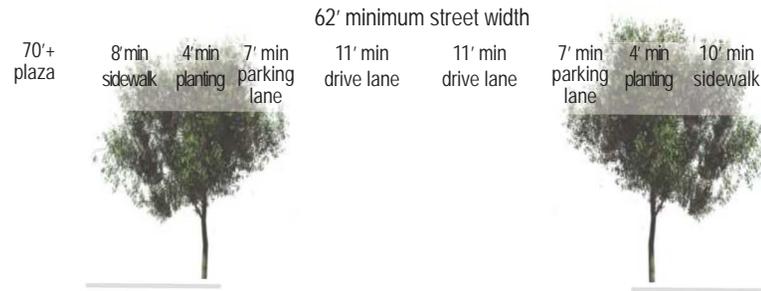
A.4 CENTRAL WAY AND 4TH STREET CONNECTION TYPICAL SECTION

# 11. STREET CLASSIFICATION

## Pedestrian Streets

- P.1 Main Street
- P.2 Park Promenade

Street classifications are meant to be typical sections of the roadway. Slight variations may be necessary to accommodate driveways, varied landscaping techniques, street furniture, structural constraints, etc.



P.1 MAIN STREET TYPICAL SECTION

section

P.1

section

P.2

easement\*



P.2 PARK PROMENADE TYPICAL SECTION\*

\* The existing easement to the south shall include a pedestrian sidewalk connecting the Park Promenade with Kirkland Way.

# 11. STREET CLASSIFICATION

## Secondary Connections

- C.1 Service Alley/Park Promenade
- C.2 Service Alley /Main Street Connection

Street classifications are meant to be typical sections of the roadway. Slight variations may be necessary to accommodate driveways, varied landscaping techniques, street furniture, structural constraints, etc.

43' minimum street width

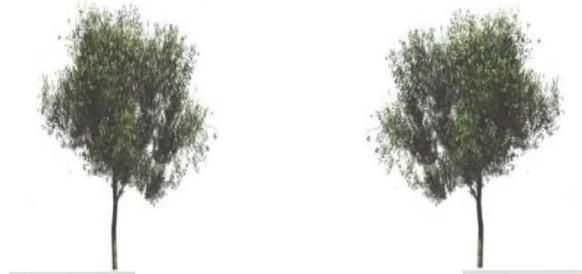
6' min sidewalk   4' min planting   7' min parking   10' min drive lane   10' min drive lane   6' min sidewalk



C.1 SERVICE ALLEY/PARK PROMENADE TYPICAL SECTION

53' minimum street width

8' min sidewalk   4' min planting   7' min parking   11' min drive lane   11' min drive lane   4' min planting   8' min sidewalk



C.2 SERVICE ALLEY/MAIN STREET CONNECTION TYPICAL SECTION

section  
c.2

section  
c.1

# 11. STREET CLASSIFICATION

## Secondary Connections

- C.3 Main Street/C.2 Connection (ped only)
- C.4 Central Way Mid-Block Connection

Street classifications are meant to be typical sections of the roadway. Slight variations may be necessary to accommodate driveways, varied landscaping techniques, street furniture, structural constraints, etc.



section  
C.4

section  
C.3

54' minimum mid-block access width

8' min sidewalk    8' min drop off    11' min drive lane    11' min drive lane    8' min drop off    8' min sidewalk

8' min sidewalk  
8' min drop off  
11' min drive lane  
11' min drive lane  
8' min drop off  
8' min sidewalk

### C.4 CENTRAL WAY MID-BLOCK CONNECTION TYPICAL SECTION\*

\* The connection to Central Way will be a right in, right out per City of Kirkland street standards CK-R.22)

### C.4 CENTRAL WAY MID-BLOCK CONNECTION SCHEMATIC PLAN