

DESIGN INTENT:

The design goal of Kirkland Parkplace is to create a new, vibrant mixed-use district complementing and connecting to the downtown. This following master plan design guidelines and standards establish overlay design areas in which specific design guidelines are applied. These guidelines and standards have been crafted to balance the City's need for reasonable assurance of the final built product and the applicant's need for reasonable flexibility to ensure the economic feasibility of the project.

The Design Guidelines and Standards that are drafted in this book are created using the identified 8 Guiding Principles for the project which we derived from input in many meetings and discussions with the planning staff, the DRB and the community. These Guidelines and Standards can be used in lieu of the existing regulations for the Kirkland Parkplace property. The Identified Guiding Principles below provide the basis for the design standards and guidelines which are a starting point for designing the project.

IDENTIFIED GUIDING PRINCIPLES

1. Emotional Ownership by the Community
 - Incorporate the project into the story of Kirkland
 - Enable meaningful community exchanges
 - Inspire unique, emerging experiences and discoveries
 - Promote the coalescence of Community, Culture and Commerce
 - Provide a 'transforming experience' vs.. a 'transaction experience'
2. Site Planning "Connections"
 - Public spaces such as plazas
 - Vehicular access and parking
 - Strong emphasis on the street
 - Supports active public spaces
 - Clear and inviting public access
3. Places for People
 - Best public spaces tend to be easily accessible
 - Vary in size, offer choices for all ages
 - Provide safety and comfort
 - Integral part of the social life of downtown Kirkland
4. Enhance the Pedestrian Environment
 - Walkability: network of pedestrian connections
 - Visual interest for street
 - Rich texture of materials
5. Integrate Vehicular Access and Parking
 - Parking is an integral component of downtown
 - Minimize the visual presence of parked cars
 - Pedestrian circulation and retail continuity
 - Parking can be utilized during nights/weekends for benefit of community and downtown
6. A Mix of Uses = A mix of Building Types
 - Variety of building types, scales, and materials
 - Three-dimensional quality to the public spaces
7. Appropriate Massing and Scale
 - Address sun exposure and sensitivity to surrounding edges
 - Scale, massing, and detail of individual buildings
 - Human-scale, detailed street level building façades
8. Sustainability
 - Macro-Scale/Site
 - Building Specific
 - Tenant Specific

DEVELOPMENT STANDARDS

A. Floor Area Ratio

Base: 3.5

Max: 4.0 (Criteria to achieve Max FAR; under development)

B. Height: Buildings in the CBD 5A may be up to 8 stories in height. For developments with 8 story buildings the Parkplace Development Design Guidelines shall apply.

Floor Heights	
Use	Proposed
Ground Floor Retail	18'
Upper Stories Retail/Office	13.5'-15'
Hotel/Residential	10'

*Height is measured from the grade at midpoint of the facade closest to the property line

C. Open Space:

A minimum of 30% of the site shall be publicly accessible open space. This does not include drive and parking lanes permanently dedicated to serving vehicular traffic.

D. Bulk Controls:

Facades over 100' in horizontal dimension must be broken up into 2 or more vertical segments.

E. Parking: TBD by Environmental Study

F. Uses: ground floor retail required along most pedestrian oriented streets and significant public open space

Prohibited Uses:

Adult Entertainment

Casinos

Retail stores larger than 70,000sqft

Drivethrough service windows above grade

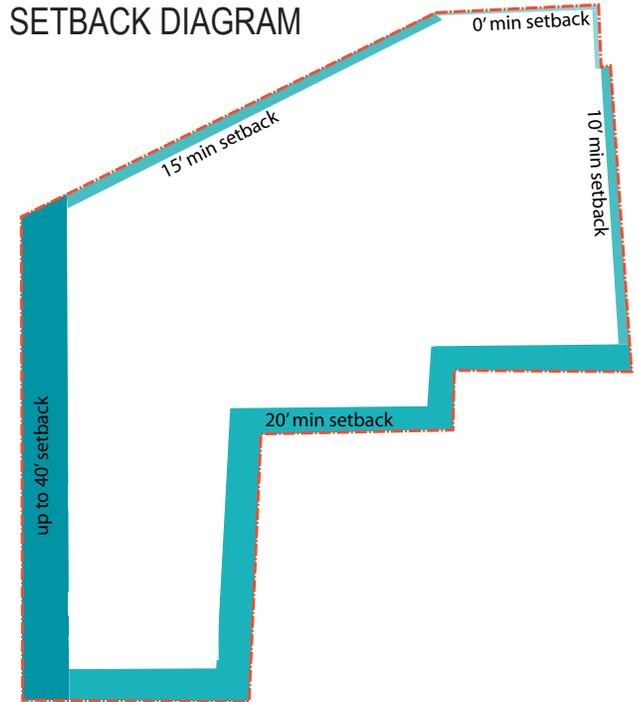
Industrial, Fabrication, Warehousing

Outdoor storage or display of vehicles, boats, or large equipment

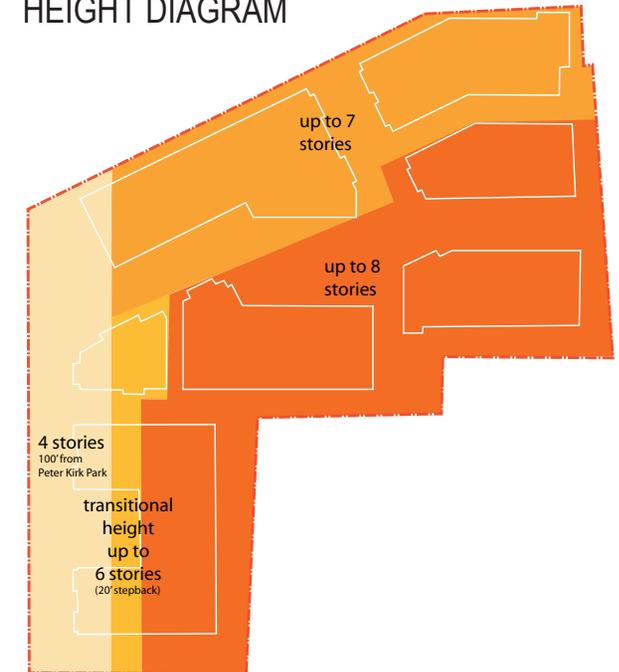
G. Connectivity:

There shall be a vehicular connection from Central Ave to Kirkland Way through the Kirkland Parkplace site.

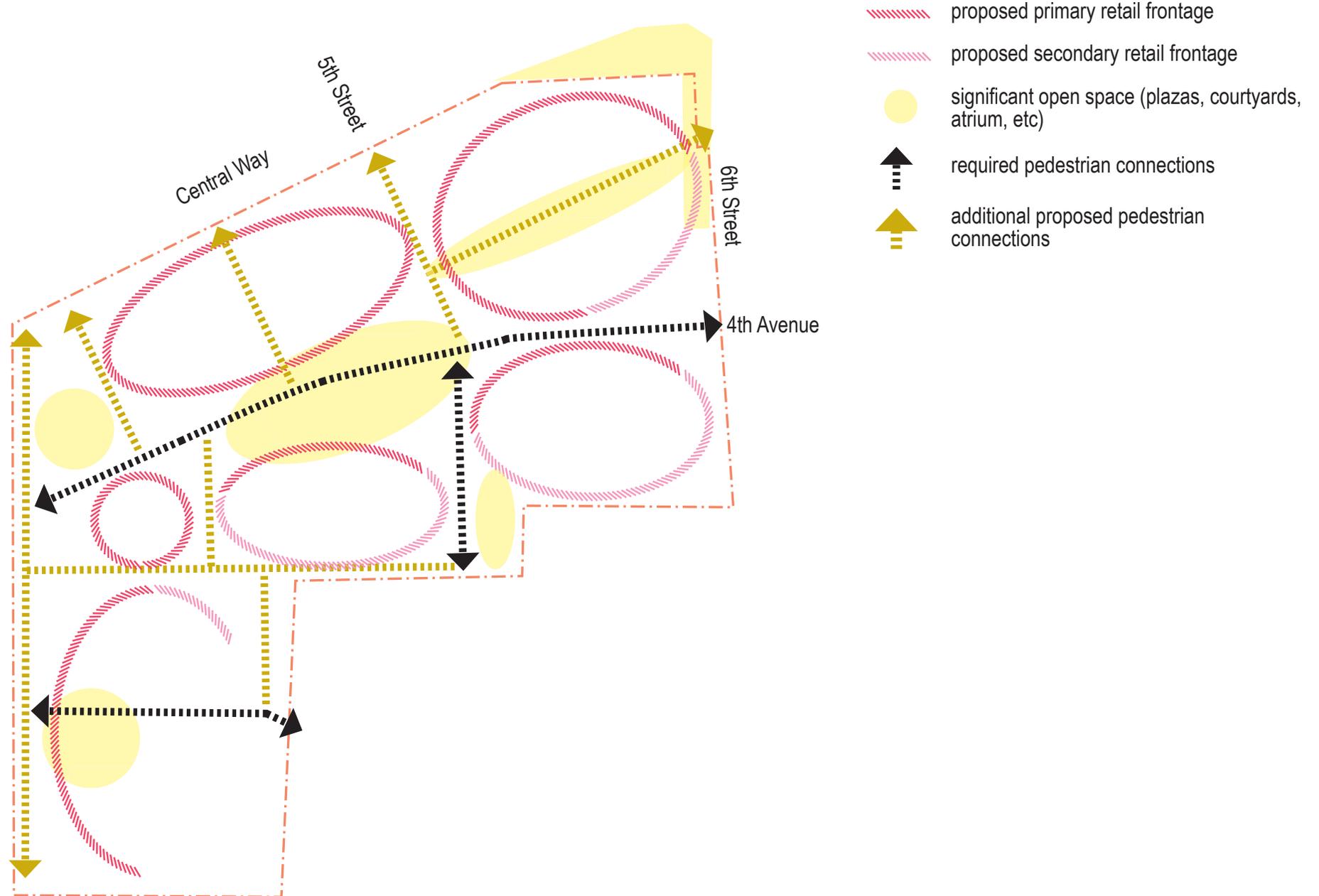
SETBACK DIAGRAM



HEIGHT DIAGRAM



OPEN SPACE AND RETAIL FRONTAGE DIAGRAM



STREET CLASSIFICATION

Adjacent Street Improvements

Central Way
6th Street

Access Streets

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

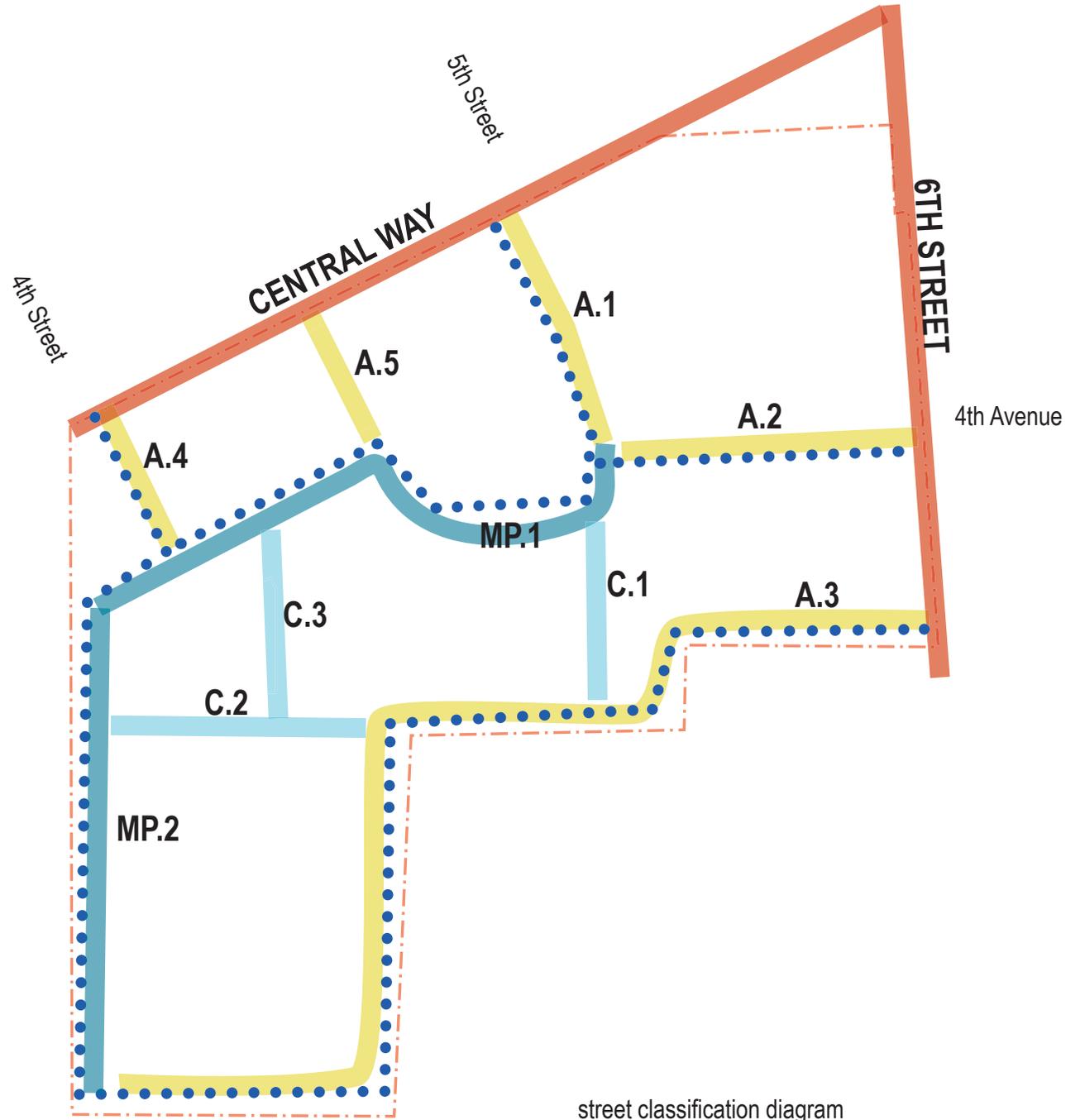
Major Pedestrian Streets

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

Connections

- C.1 Service Alley/Park Promenade Connection
- C.2 Service Alley /Main Street Connection (ped only)
- C.3 Main Street/PC.2 Connection

●● Required Fire Access



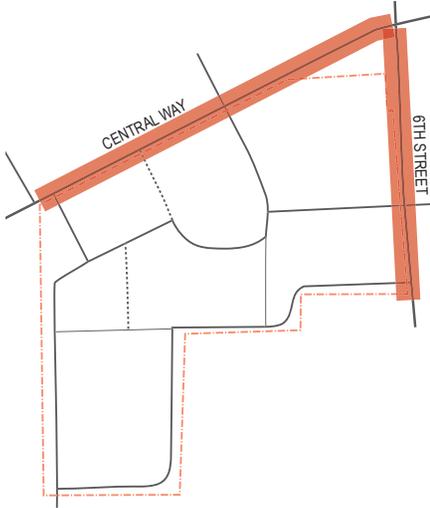
street classification diagram

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 Master plan design.

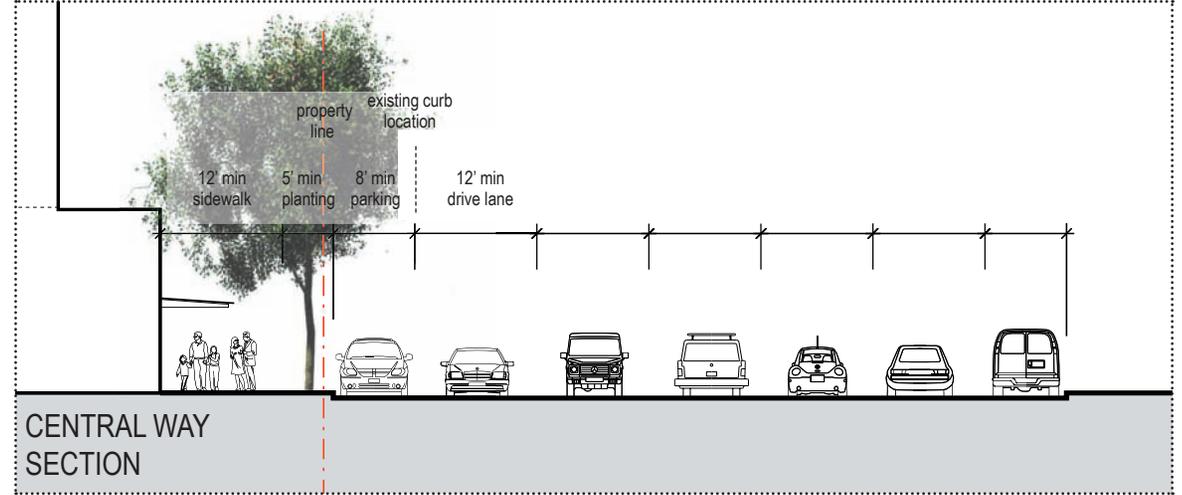
STREET CLASSIFICATION

Adjacent Street Improvements

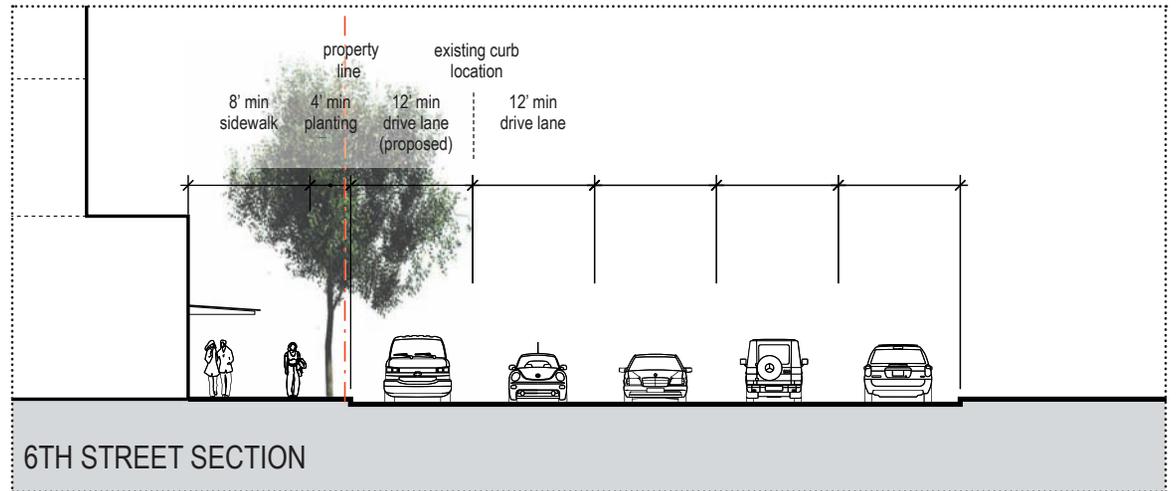
Central Way
6th Street



Proposed



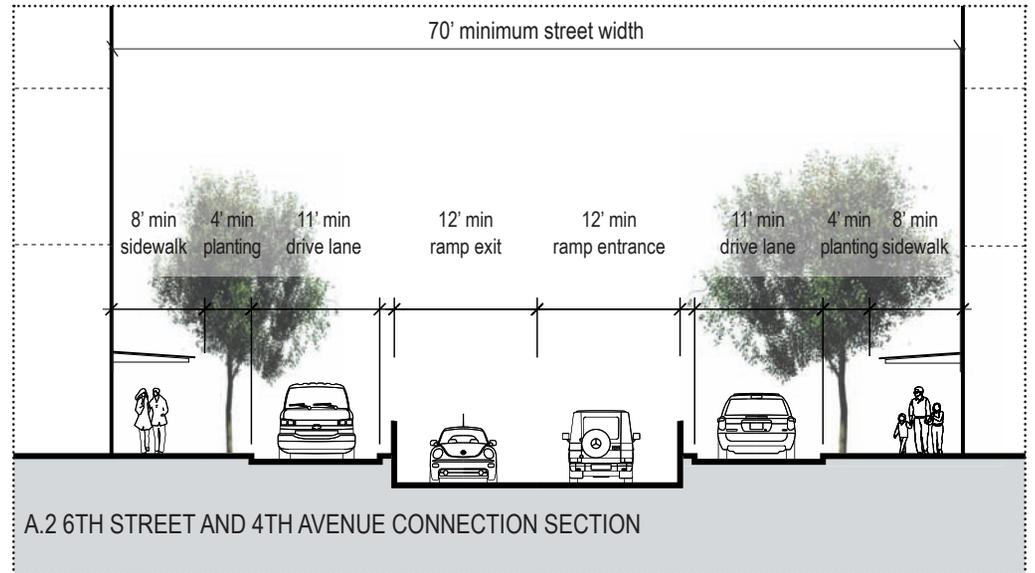
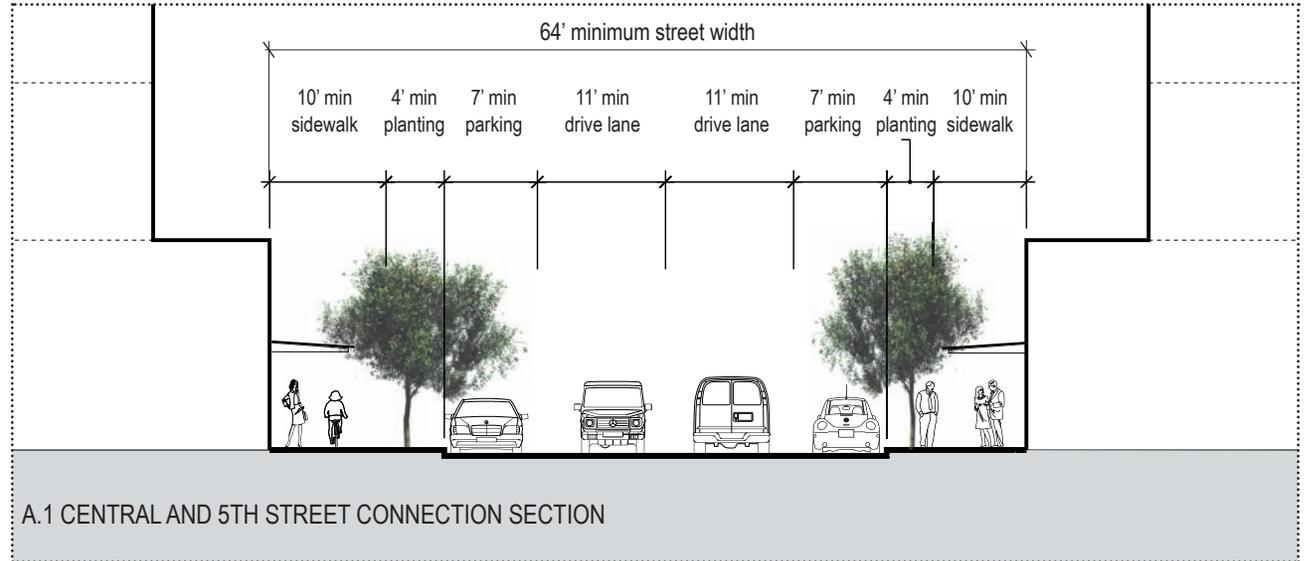
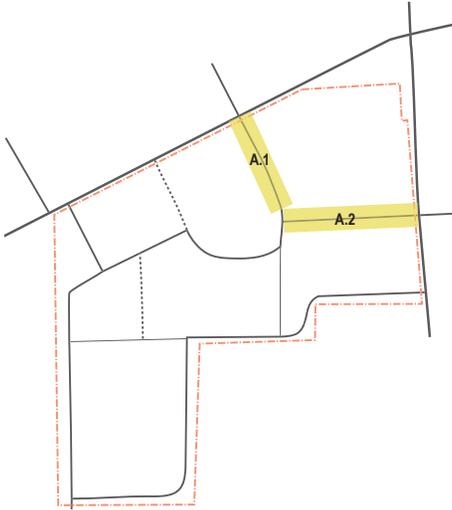
Proposed



STREET CLASSIFICATION

Access Streets

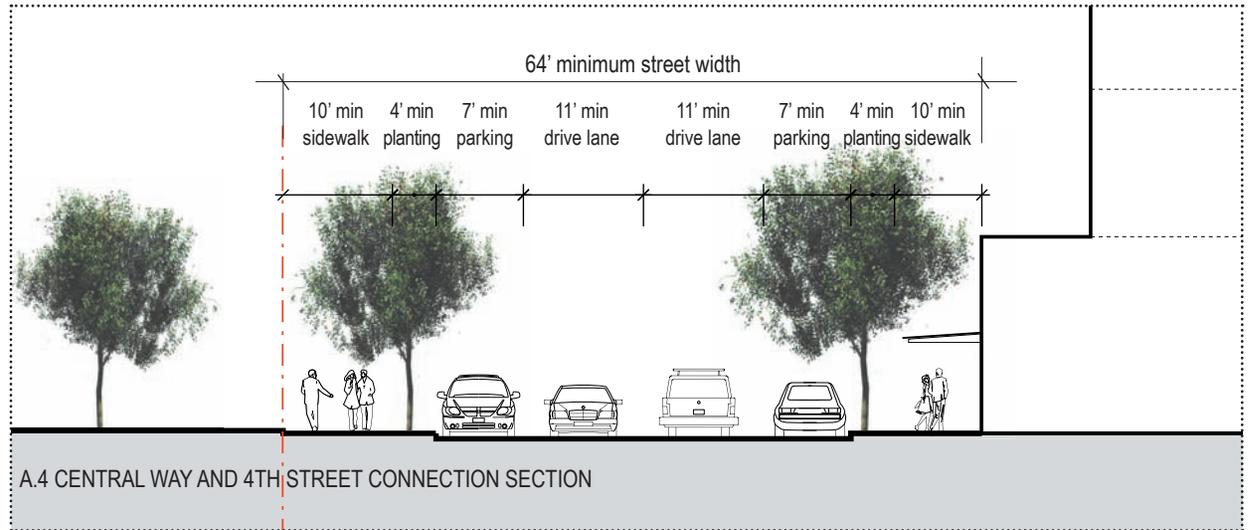
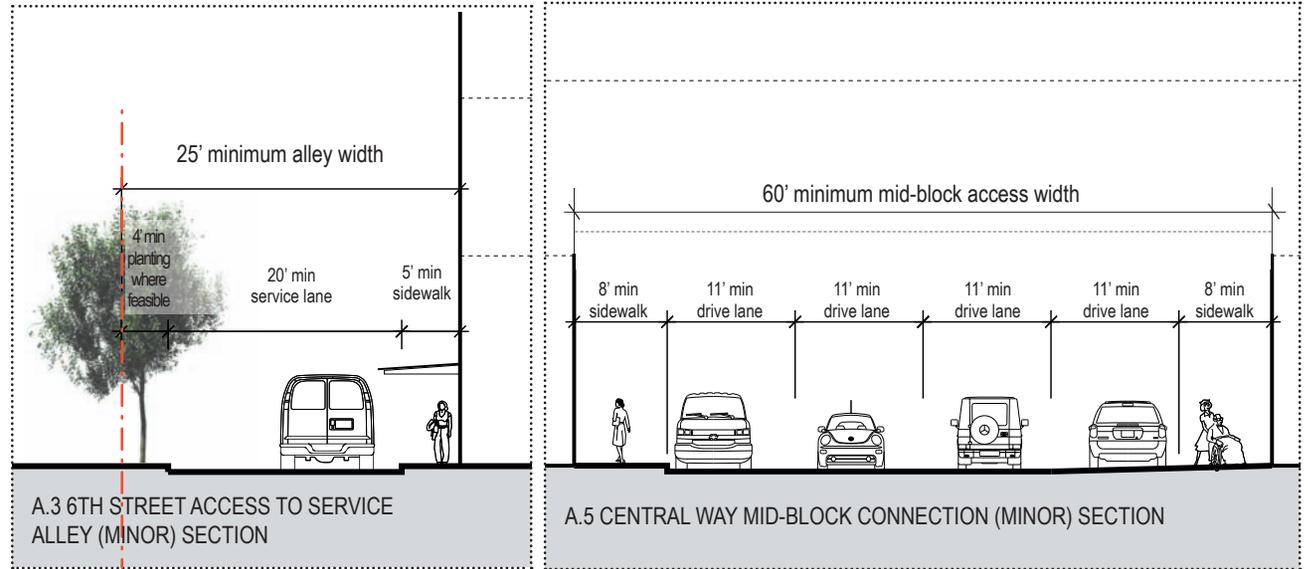
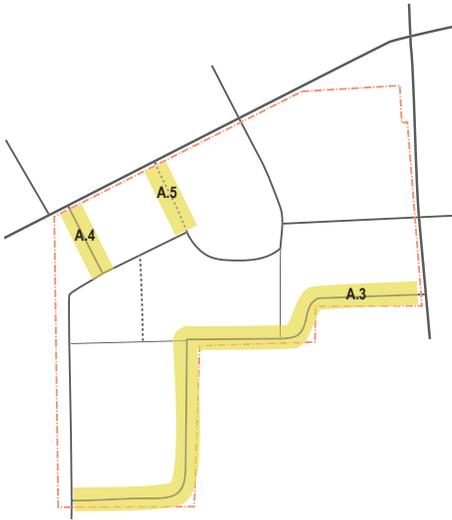
- A.1 Central and 5th Street Connection
- A.2 6th Street and 4th Avenue Connection



STREET CLASSIFICATION

Access Streets

- A.3 6th Street access to service alley (minor)
- A.4 Central Way and 4th Street Connection
- A.5 Central Way Mid-block connection (minor)

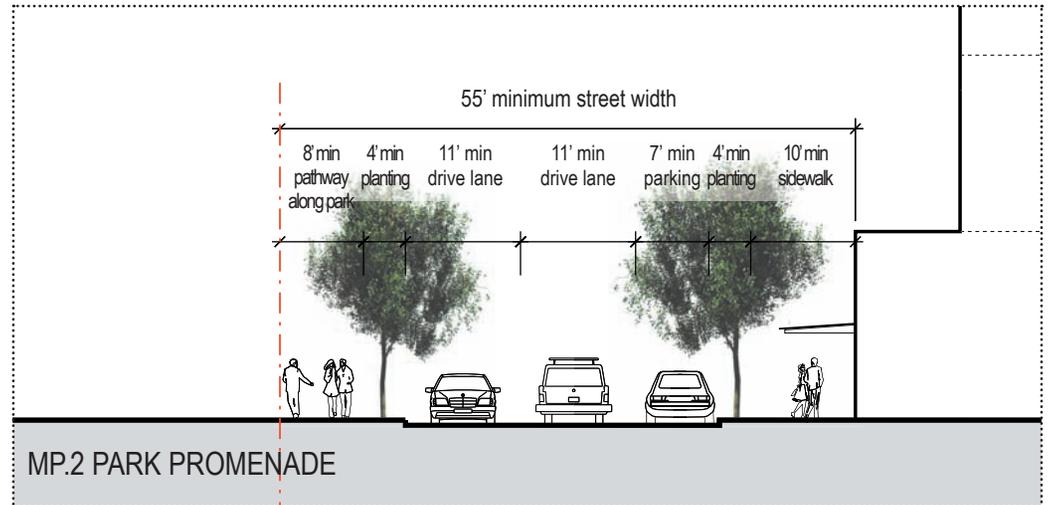
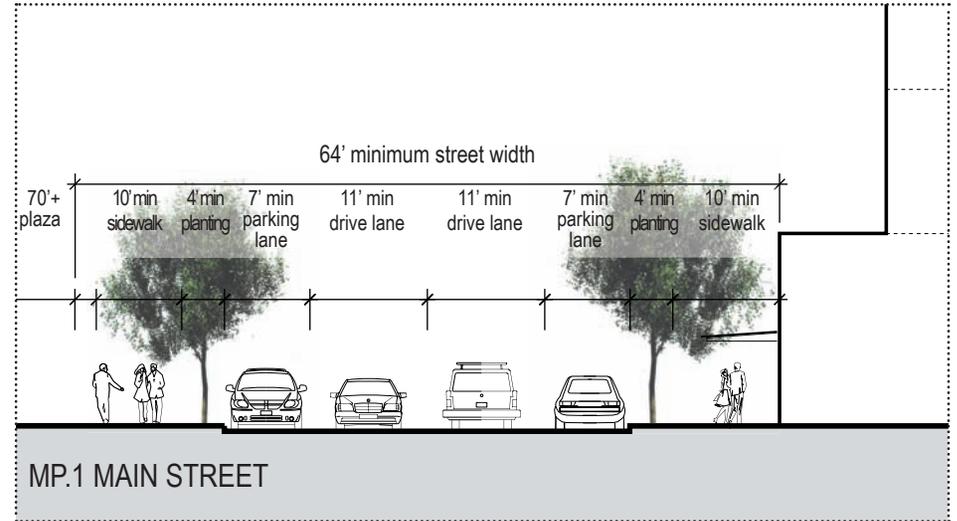
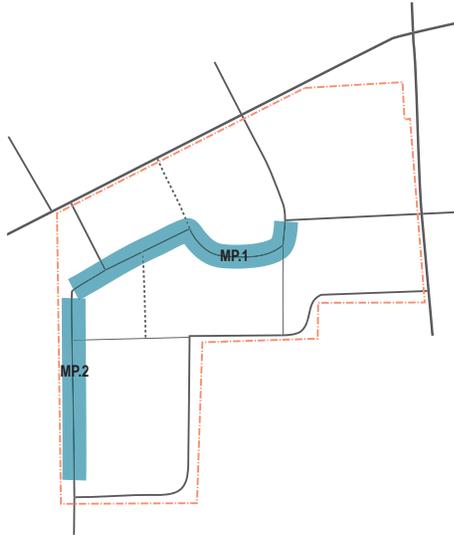


STREET CLASSIFICATION

Major Pedestrian Streets

MP.1 Main Street

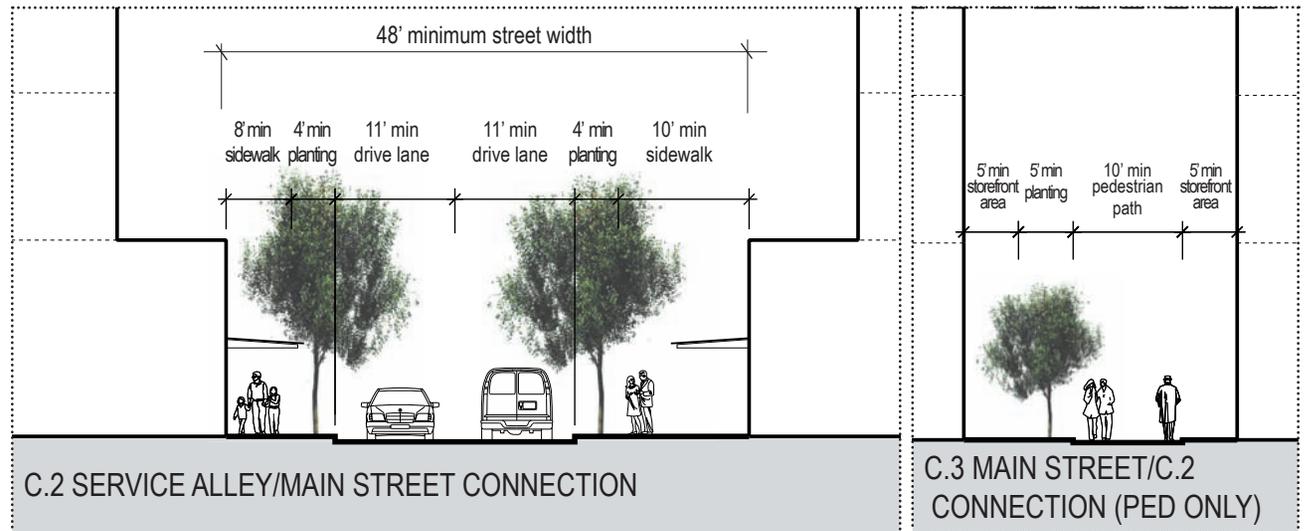
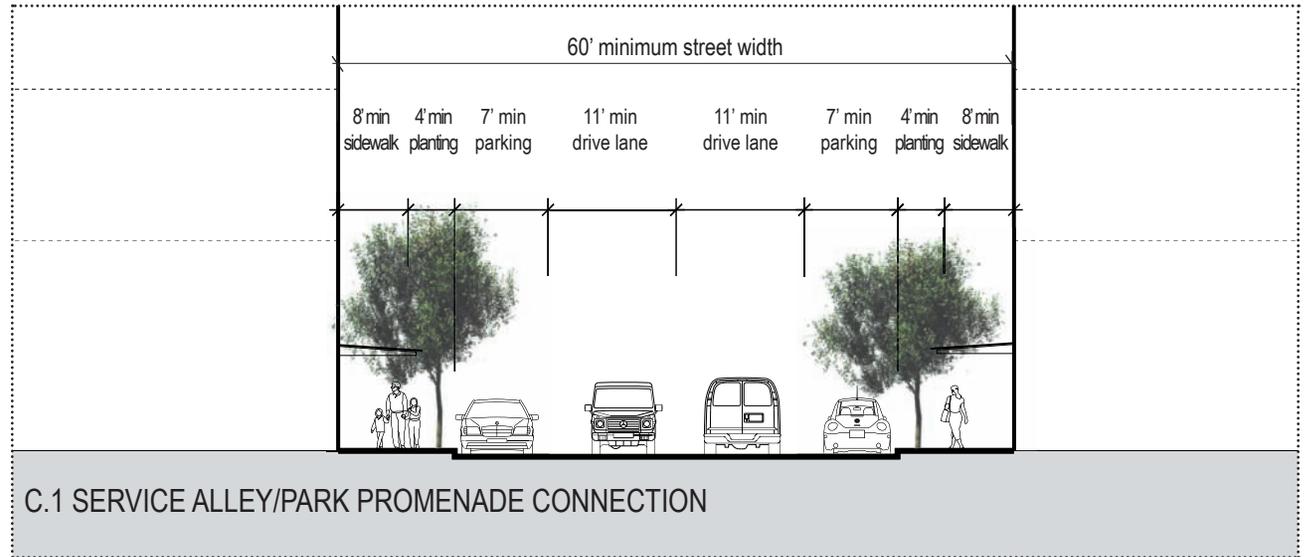
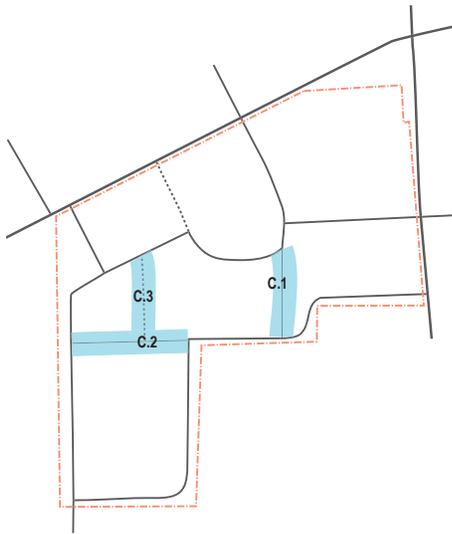
MP.2 Park Promenade



STREET CLASSIFICATION

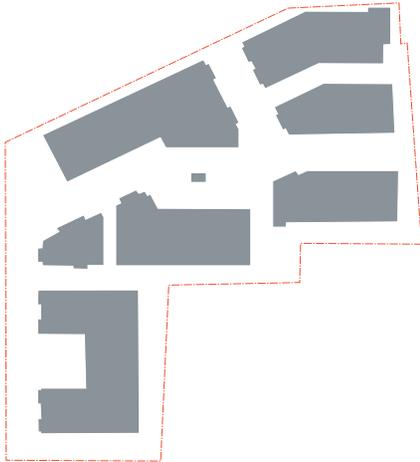
Connections

- C.1 Service Alley/Park Promenade Connection
- C.2 Service Alley /Main Street Connection
- C.3 Main Street/PC.2 Connection (PED ONLY)



Overall Intent:

To create a rich pedestrian-oriented environment and successful mixed-use village retail center.

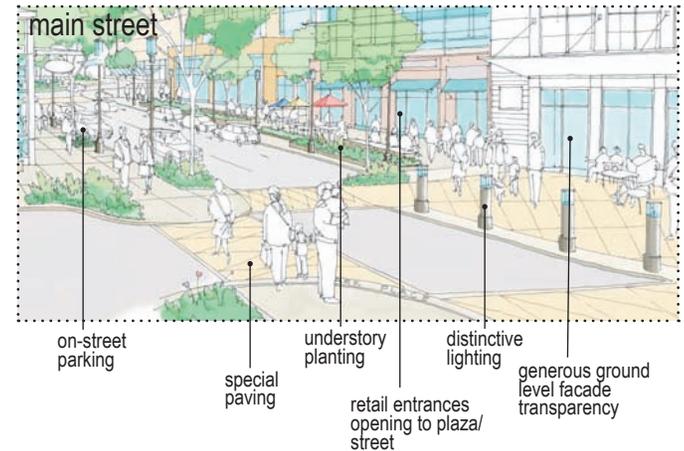
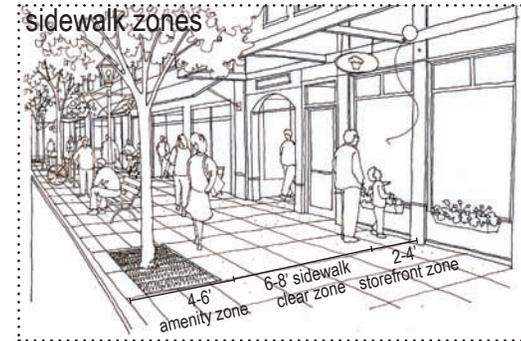


SITE PLANNING

1. Streetscape.

Intent: To maintain a continuous and safe streetscape with a pedestrian-friendly character.

- a. Sidewalks should maintain an 6-8ft clear zone for pedestrian travel.
- b. All streets should contribute to the physical safety and comfort of pedestrians. Provide the following to help define the sidewalk space:
 - On-street parking.
 - A well-defined amenity zone set to the curb for understory plantings, street trees, and other street furniture such as benches, trash receptacles, signs.
- c. Use design elements such as separate storefronts, pedestrian-oriented signs, exterior light fixtures, awnings and overhangs to add interest and give a human dimension to street-level building facades.
- c. In general, buildings should be set as close as possible to sidewalk to establish active, lively uses. Maintain a continuous street wall, limiting gaps to those necessary to accommodate vehicular and pedestrian access.
- d. Encourage recessed main building and/or shop entrances consistent with a traditional “main street” design that is inviting and does not interrupt streetscape continuity.
- e. The corners of buildings located at street intersections should be permitted to stepback to promote visibility and to allow for the comfortable collection of people.
- f. Allow larger buildings to recess from the sidewalk edge to allow for entry fore-courts, provided street continuity is not interrupted along the majority of the block.



street level faced with recessed entrances, pedestrian oriented signs, and street trees