

CHAPTER 50 - CENTRAL BUSINESS DISTRICT (CBD) ZONES

50.05 User Guide.

The charts in KZC 50.12 contain the basic zoning regulations that apply in the CBD 1 zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

	<p>Section 50.10 – GENERAL REGULATIONS</p>
	<p>The following regulations apply to all uses in this zone unless otherwise noted:</p>
	<ol style="list-style-type: none"> 1. Refer to Chapter <u>1</u> KZC to determine what other provisions of this code may apply to the subject property. 2. Height measured at the midpoint of the frontage of the subject property on the abutting right-of-way, excluding First Avenue South. Buildings exceeding two stories must demonstrate compliance with the design regulations of Chapter <u>92</u> KZC and all provisions contained in the Downtown Plan. The City will determine compliance with these requirements through Design Review (D.R.).

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.12	USE ↓ REGULATIONS ⇨	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Restaurant or Tavern	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	2 to 4 stories above each abutting right-of-way.	D	E	One per each 125 sq. ft. of gross floor area. See KZC 50.60.	
.020	Any Retail Establishment, other than those specifically listed, limited or prohibited in this Zone, selling goods or providing services, excluding banking and related financial services		One per each 350 sq. ft. of gross floor area. See KZC 50.60.	<ol style="list-style-type: none"> 1. The following uses are not permitted in this zone: <ol style="list-style-type: none"> a. Vehicle service stations. b. The sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors. c. Drive-in facilities and drive-through facilities. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The assembled manufactured goods are directly related to and dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 								

Section 50.12



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.025	Banking and Related Financial Services	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	2 to 4 stories above each abutting right-of-way.	D	E	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	1. Drive-through facilities are permitted as an accessory use if: <ol style="list-style-type: none"> a. The drive-through facility existed prior to January 1, 2004, OR the drive-through facility will replace a drive-through facility which existed on January 1, 2004, and which drive-through facility: <ol style="list-style-type: none"> 1) Was demolished to allow redevelopment of the site on which the primary use was located; and 2) Will serve the same business served by the replaced facility, even if that business moves to a new location; and 3) Does not result in a net increase in the number of drive-through lanes serving the primary use; and b. The Public Works Department determines that vehicle stacking will not impede pedestrian or vehicular movement within the right-of-way, and that the facility will not impede vehicle or pedestrian visibility as vehicles enter the sidewalk zone; and c. The vehicular access lanes will not be located between the street and the buildings and the configuration of the facility and lanes is generally perpendicular to the street; and d. Any replacement drive-through facility is reviewed and approved pursuant to Chapter 142 KZC for compliance with the following criteria: <ol style="list-style-type: none"> 1) The design of the vehicular access for any new drive-through facility is compatible with pedestrian walkways and parking access. 2) Disruption of pedestrian travel and continuity of pedestrian-oriented retail is limited by minimizing the width of the facility and associated curb-cuts.

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.040	Entertainment, Cultural and/or Recreational Facility												2 to 4 stories above each abutting right-of-way.
.050	Fast Food Restaurant												

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.070	Office Use									D	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	
.080	Stacked or Attached Dwelling Units									A	1.7 per unit. See KZC 50.60.	
.090	School, Day-Care Center or Mini School or Day-Care Center									B	See KZC 50.60 and 105.25.	

(Revised 4/07)

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.110	Public Utility, Government Facility, or Community Facility							2 to 4 stories above each abutting right-of-way.	D See Special Reg. 1.	B	See KZC 50.60 and 105.25.	<ol style="list-style-type: none"> Landscape Category B or C may be required depending on the type of use on the subject property and the impacts associated with the use on nearby uses.
.120	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

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Existing Parking Analysis					FINAL 1/10/08	
Building/Use	Gross Floor Area	Use/Pkng Ratio	Required Pkng	Exst. Provided Pkng	Grandfathered Credit	
Existing Parking					68	
Hector's Restaurant						
Restaurant (Hector's)	5,010 sqft.	1 space / 125 sqft.	40.1	0	40 spaces	
Office	2,168 sqft.	1 space / 350 sqft.	6.2	0	6 spaces	
Subtotal	7,178 sqft.		46.3	0	46.3 spaces	
Lakeside Building						
Restaurant (Hector's BoH)	2,724 sqft.	1 space / 125 sqft.	21.8	0	22 spaces	
Retail	1,656 sqft.	1 space / 350 sqft.	4.7	0	5 spaces	
World Wrapps	1,805 sqft.	1 space / 125 sqft.	14.4	0	14 spaces	
Office	151 sqft.	1 space / 350 sqft.	0.4	0	spaces	
Subtotal	6,336 sqft.		41.4	0	41.4 spaces	
Kirkland Waterfront Market						
Restaurant	12,104 sqft.	1 space / 125 sqft.	96.8	46	51 spaces	
Fast Food	sqft.	1 space / 100 sqft.	0.0	0	spaces	
Retail	3,896 sqft.	1 space / 350 sqft.	11.1	11	spaces	
Office	9,540 sqft.	1 space / 350 sqft.	27.3	11	16 spaces	
Subtotal	25,540 sqft.		135.2	68	67.2 spaces	
	total areas		total required	total provided	total deficiency	
	39,054 sqft.		222.9	68	154.9 spaces	
SUMMARY						
Parking per Use						
Restaurant (includes BoH)	21,643 sqft.	1 space / 125 sqft.	158.7	46	127 spaces	
Retail	5,552 sqft.	1 space / 350 sqft.	4.7	11	5 spaces	
Fast Food		1 space / 100 sqft.	0.0	0	spaces	
Office	11,859 sqft.	1 space / 350 sqft.	33.9	11	23 spaces	
Total	39,054 sqft.		197.3	68	154.9 spaces = 155 SPACES	

ATTACHMENT
 PR07.00007

Hector's Restaurant Building Summary

Restaurant	5,010 sq ft
Office	2,168 sq ft
Totals	7,178 sq ft

Office

Suite 201	395 sq ft
Suite 202 (part of 203)	sq ft
Suite 203 - Hector's BoH	sq ft
Suite 204	210 sq ft
Suite 205	441 sq ft
Suite 206	192 sq ft
Suite 207	291 sq ft
Common	639 sq ft
Subtotal	2,168 sq ft

Restaurant

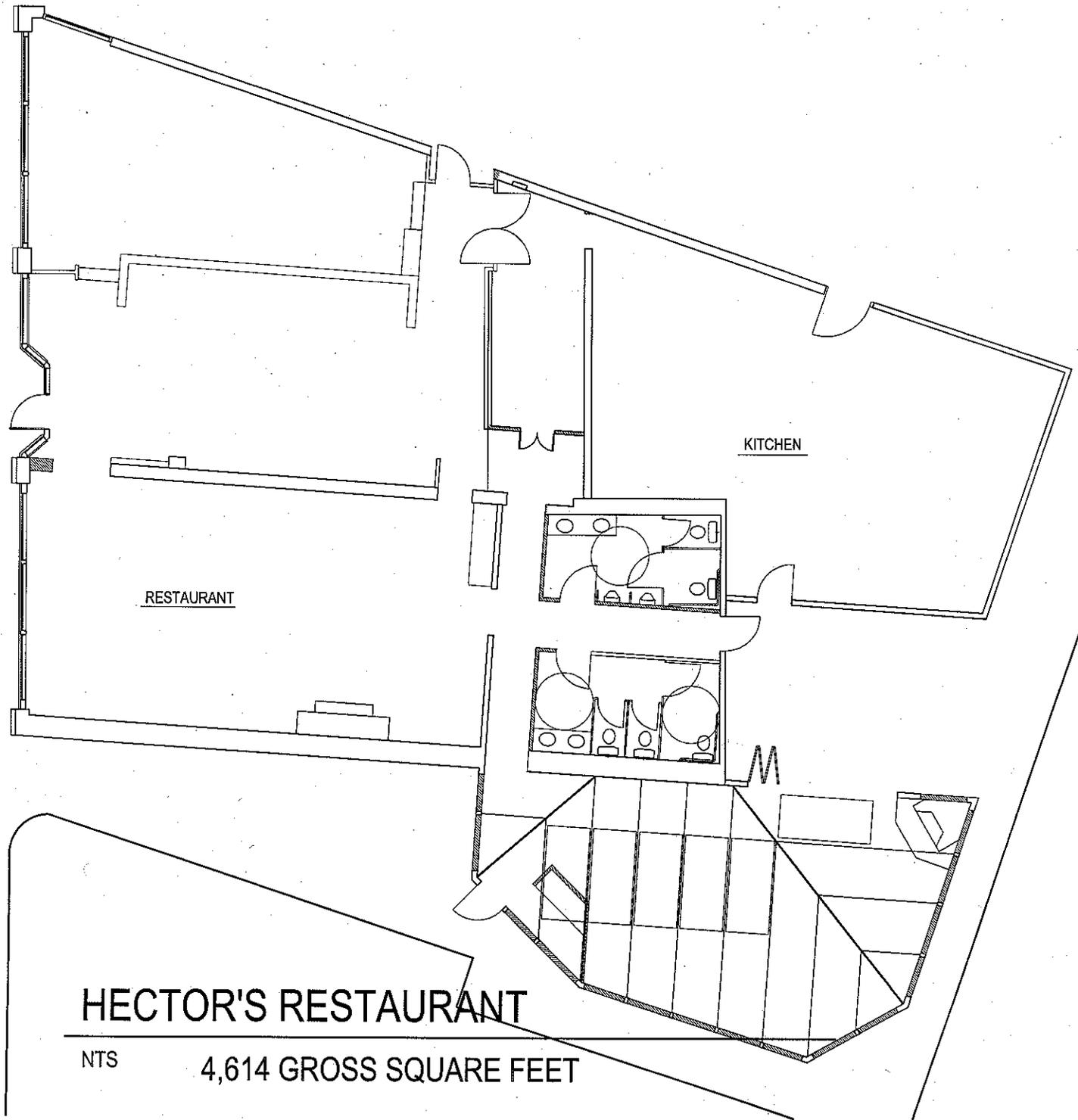
Hector's	4,614 sq ft
Hector's BoH	396 sq ft
Patio	0 sq ft
Subtotal	5,010 sq ft

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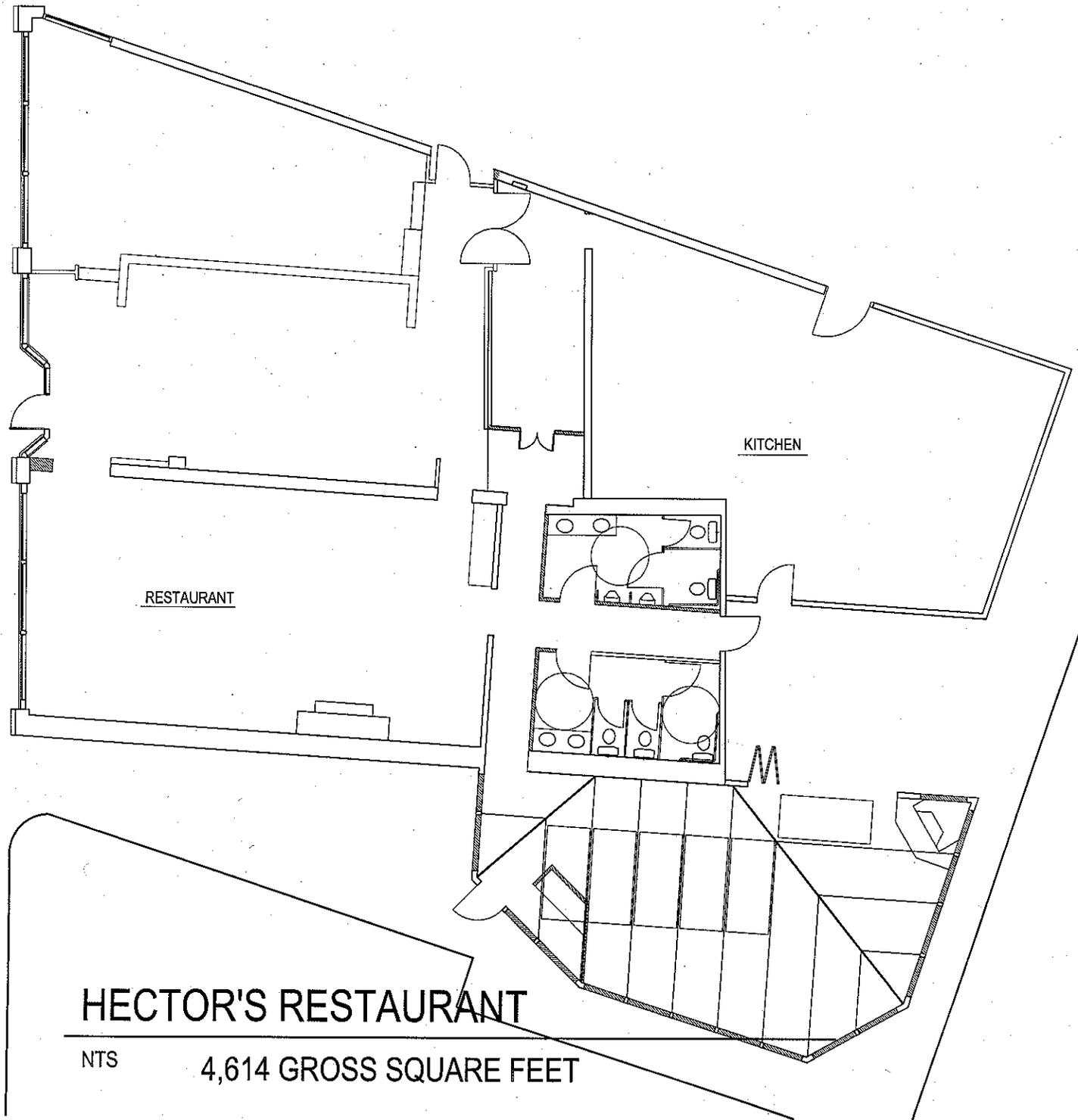
ATTACHMENT
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HECTOR'S RESTAURANT

NTS

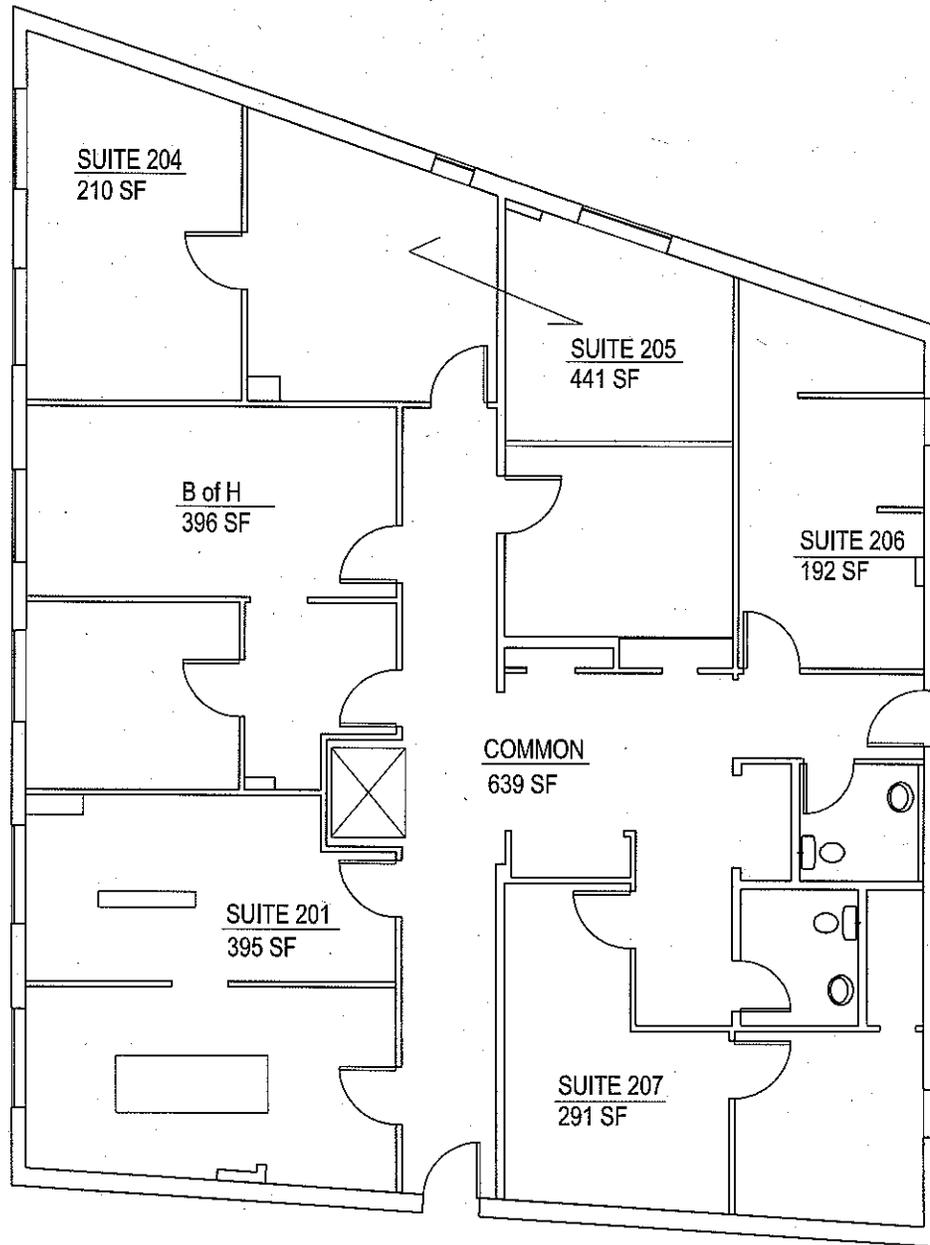
4,614 GROSS SQUARE FEET



HECTOR'S RESTAURANT

NTS

4,614 GROSS SQUARE FEET



HECTOR'S UPPER FLOOR

NOT TO SCALE

GROSS FLOOR AREA 2,564 SQUARE FEET

Lakeside Office Building Summary

BoH - Hector's	2,724 sq ft
Office	151 sq ft
Retail	1,656 sq ft
Restaurant (World Wraps)	1,805 sq ft
Totals	6,336 sq ft

BoH

A	274 sq ft
B	130 sq ft
C	205 sq ft
D	- sq ft
E	346 sq ft
F	150 sq ft
G	109 sq ft
H	303 sq ft
I	206 sq ft
J	398 sq ft
Interior Storage	15 sq ft
Common	588 sq ft
Subtotal	2,724 sq ft

Office (non Hector's)

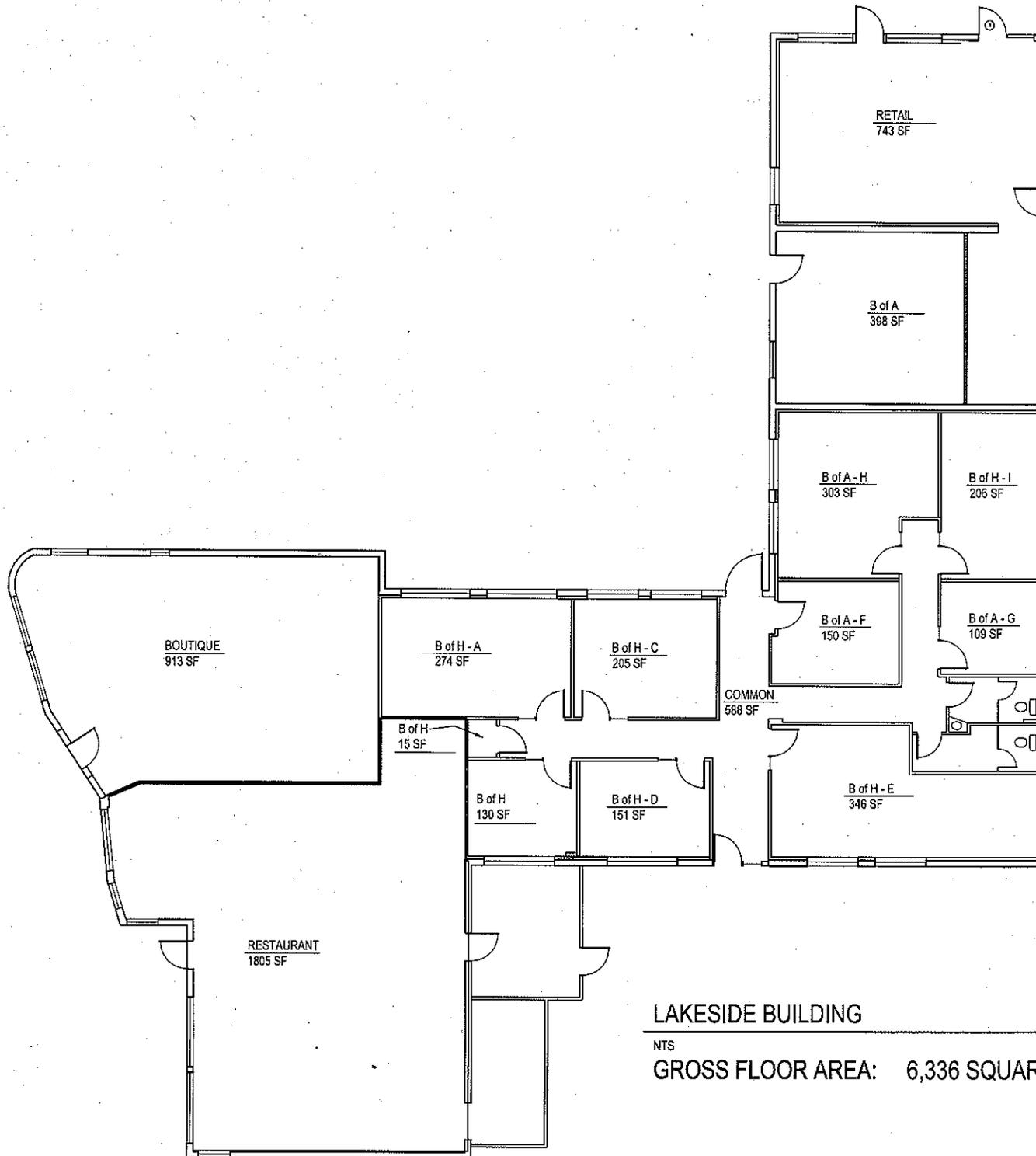
D	151 sq ft
Subtotal	151 sq ft

Retail

K - on Alley	743 sq ft
Retail - on Lake Street	913 sq ft
	1,656 sq ft

Fast Food

World Wraps	1,805 sq ft
Subtotal	1,805 sq ft



LAKESIDE BUILDING

NTS

GROSS FLOOR AREA: 6,336 SQUARE FEET

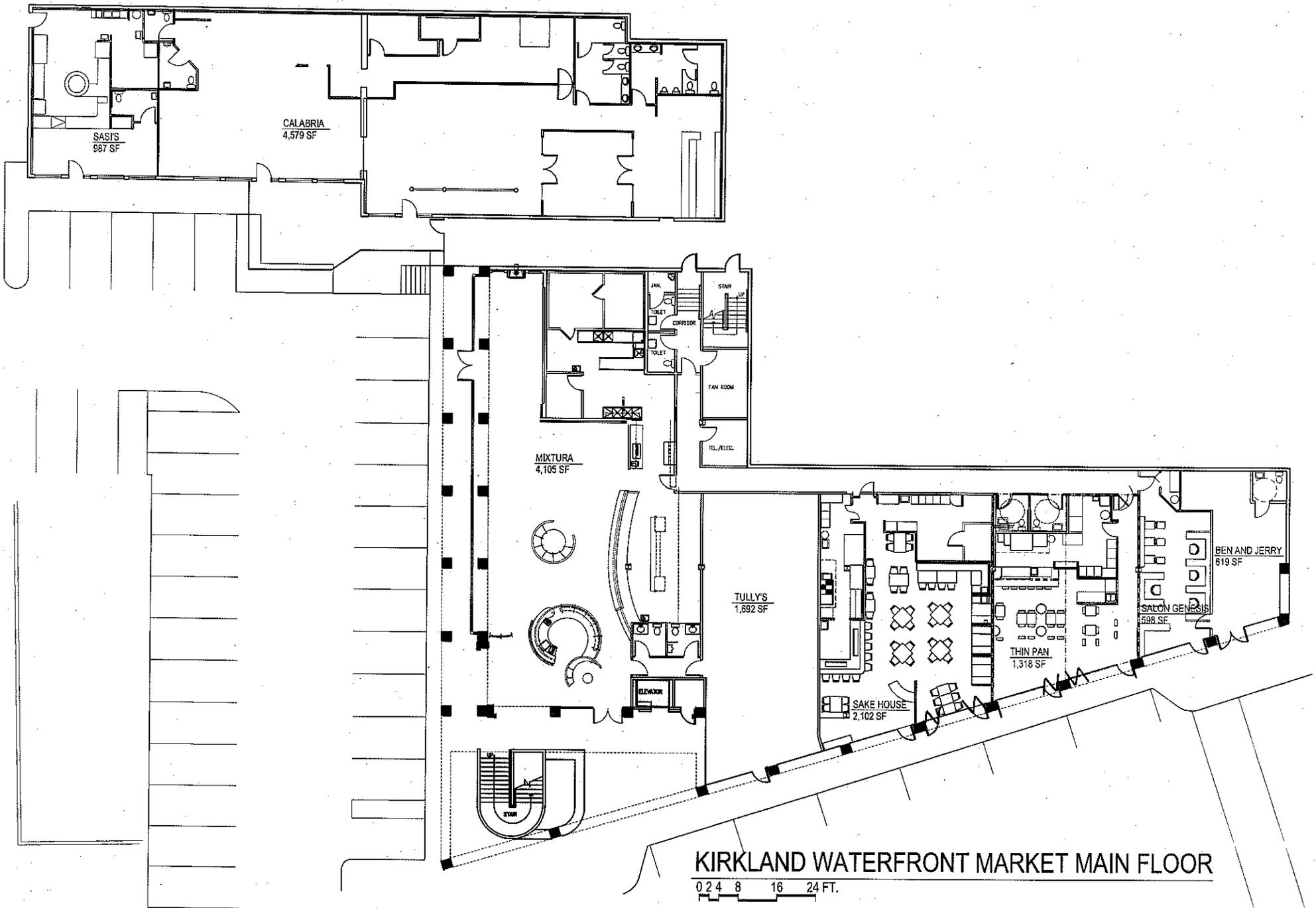
Kirkland Waterfront Market Office Building Summary

Kirkland Waterfront Market

Restaurant	12,104 sq ft
Fast Food	sq ft
Retail	3,896 sq ft
Office	9,540 sq ft
Total:	25,540 sq ft

Tenants:

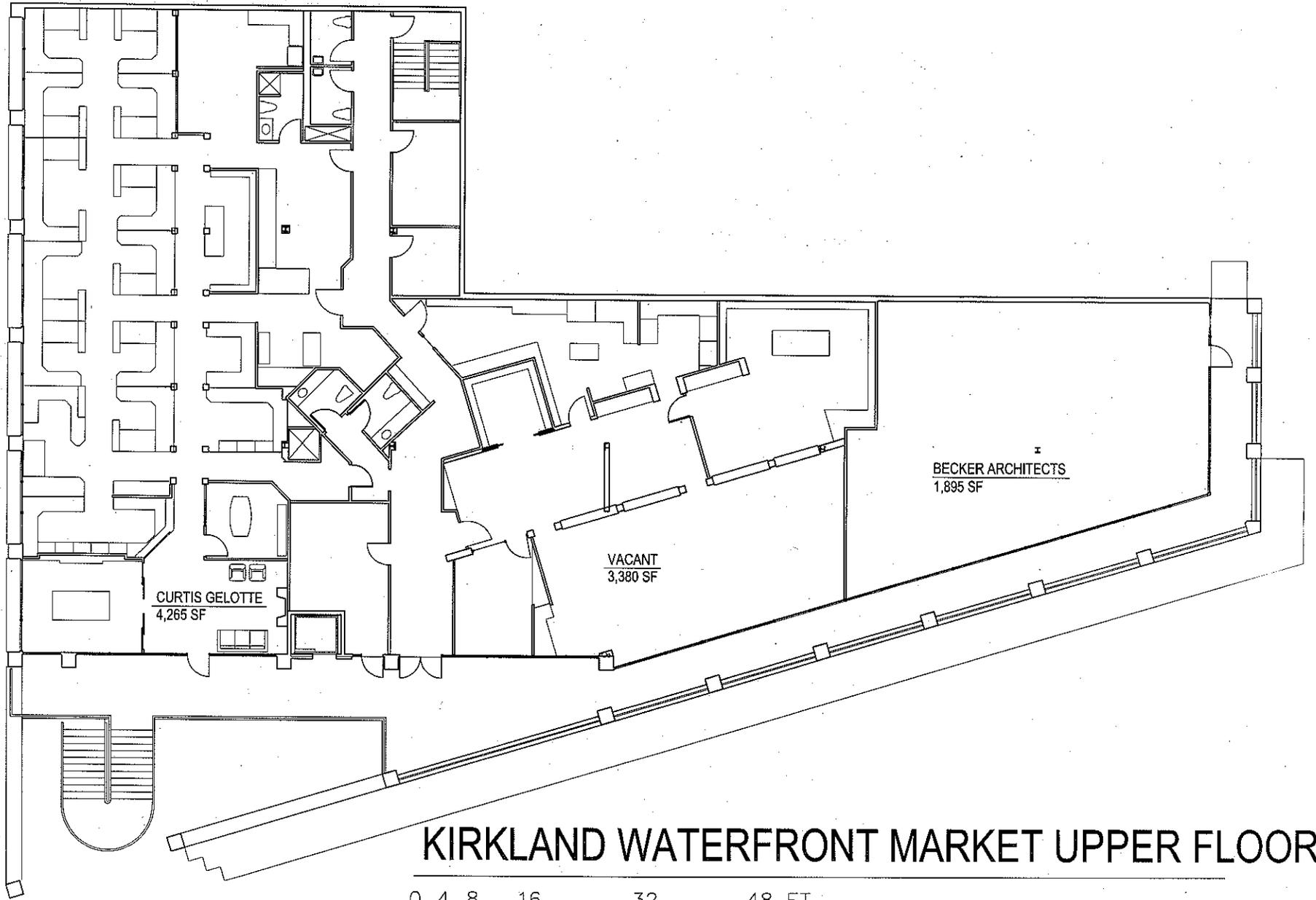
Mixtura	4,105 sq ft
Tully's	1,692 sq ft
Sake House	2,102 sq ft
Thin Pan Bistro	1,318 sq ft
Salon Genesis	598 sq ft
Ben and Jerry's	619 sq ft
Becker Architects	1,895 sq ft
Vacant - Office	3,380 sq ft
Curtis Gelotte	4,265 sq ft
Calabria	4,579 sq ft
Sasi's Cafe	987 sq ft
Subtotal:	25,540 sq ft



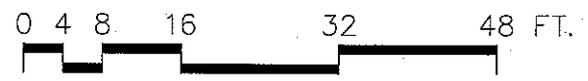
KIRKLAND WATERFRONT MARKET MAIN FLOOR

0 4 8 16 24 FT.

TOTAL BUILDING (BOTH FLOORS) 25,540 SQUARE FEET



KIRKLAND WATERFRONT MARKET UPPER FLOOR



LAKE STREET MIXED-USE

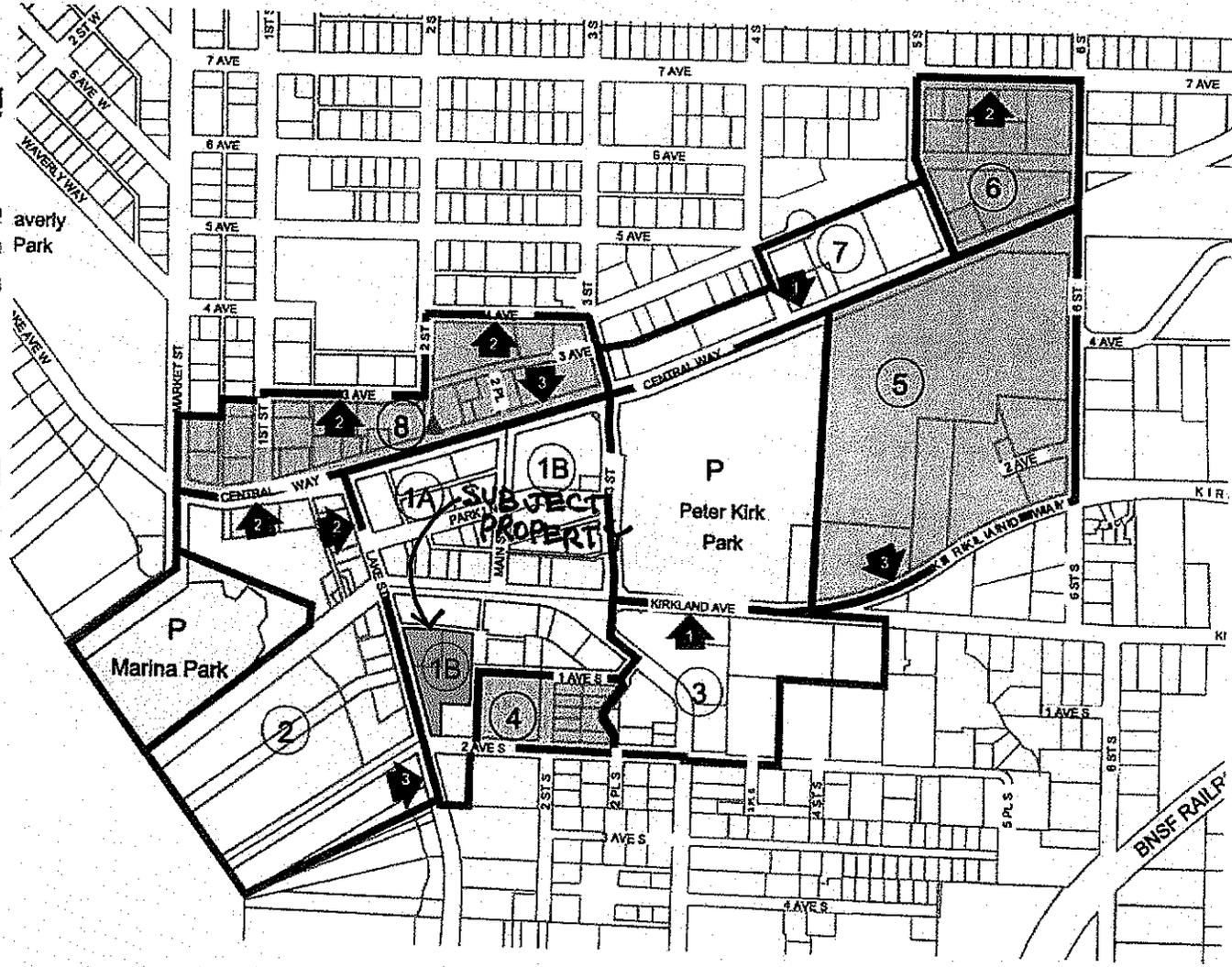
PROGRAM STUDY - Mixed-Use

1/8/2008

SPACE/FUNCTION	AREA	QTY	TOTAL PARKING	NOTES
Parking Requirements - Restaurant/Retail				
1 Tully's South (ground floor)	6,111	1 per 125sf	48.9	Restaurant @1/125
2 Tully's South (second floor)	6,111	1 per 350sf	17.5	Office @1/350 (Interim Hector's location)
3 Restaurant	17,977	1 per 125sf	143.8	Restaurant @1/125 (60% of total ground floor commercial)
4 Retail	11,984	1 per 350sf	34.2	Retail @1/350 (40% of total ground floor commercial space)
5 Restaurant - BoH	2,131	1 per 125sf	17.0	Restaurant @1/125 (60% of total ground floor restaurant/retail - BoH)
6 Retail - BoH	1,421	1 per 350sf	4.1	Retail @1/350 (40% of total ground floor restaurant/retail - BoH)
Subtotal Restaurant/Retail	45,735		265.5	
Ground Floor commercial space	29,961			NOTE: Ground floor tenants unknown but mix assumed at 60/40 - see above)
Ground Floor Restaurant/Retail - BoH	3,552			
Restaurant Subtotal (L1 & L2)	32,330	71%		Lines 1, 2, 3, 5
Retail Subtotal (L1 only)	13,405	29%		Lines 4 & 6
Cross check on sf total	45,735			
Parking Requirements - Office				
Office core/ common area	12,361	1 per 350sf	35.3	
Office	118,920	1 per 350sf	339.8	Office @1/350
Office Parking	131,281		375.1	
Parking Total			640.6	
Parking Grandfathered (Credit)			(155)	Revised Credit per Planning Department 1/3/08
Parking Required			485.6	
Parking Provided			486	
Delta			0	Surplus based on current mix and parking count

ATTACHMENT 7
 DRC07-00007

Figure C-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
- 3-5 Discretionary Approval for Heights over 2 Stories
- 4
- ▲ # of stories on street (height steps up from street)

- # Design District
- ▲ Height Measured Relative to Slope
- * One Additional Story Allowed for Upper Story Residential



XV.D. MOSS BAY NEIGHBORHOOD

3. DOWNTOWN PLAN

improvements, such 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 C-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," 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. Discretion to deny or condition a design proposal is based on specific Design Guidelines 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 C-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 C-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 C-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 C-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.