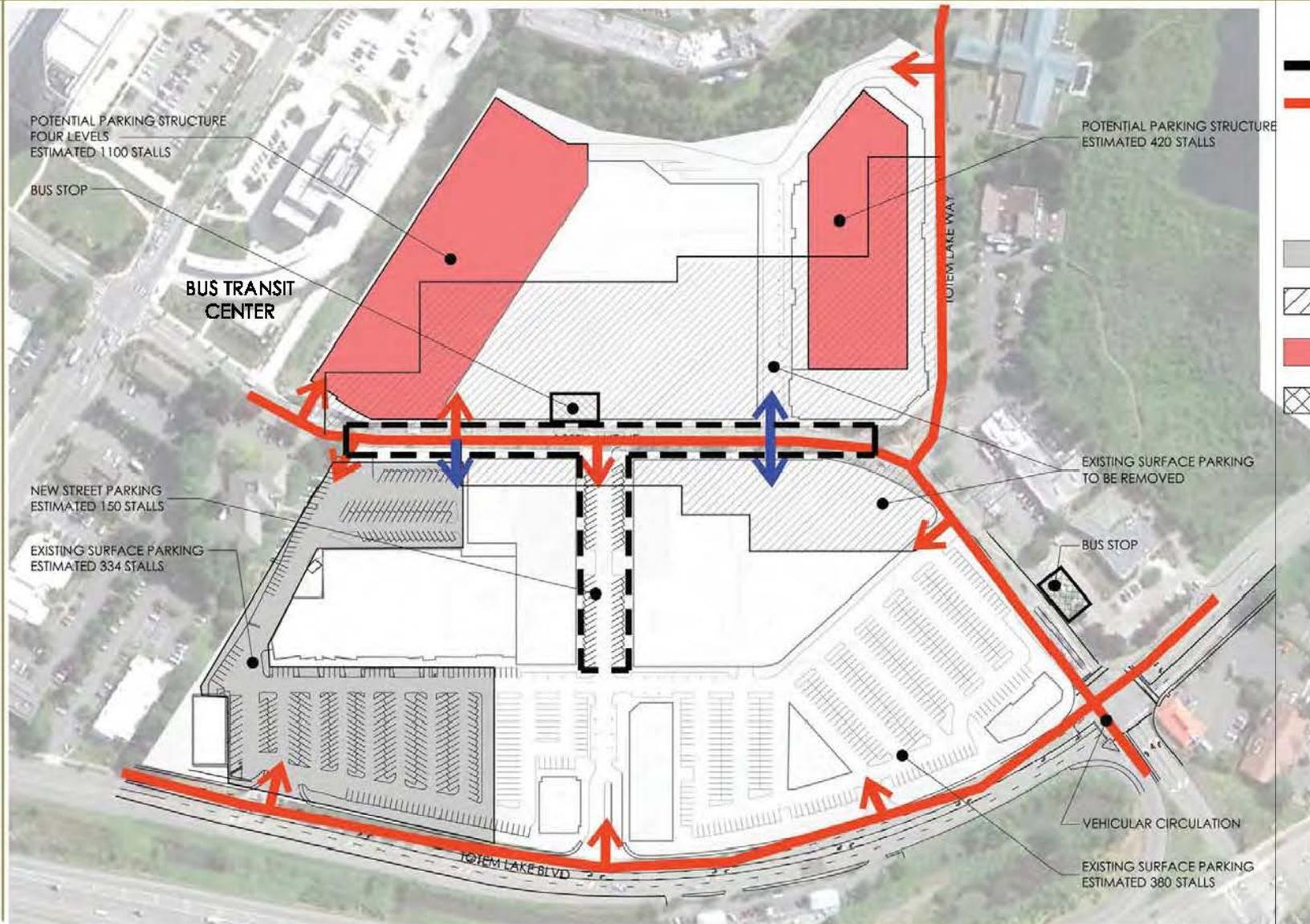
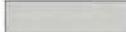


THE VILLAGE AT TOTEM LAKE



-  NEW STREET PARKING
-  VEHICULAR CIRCULATION
-  VEHICULAR POINT OF ENTRY
-  SERVICE POINTS OF ENTRY TO LOADING
-  EXISTING SURFACE PARKING
-  EXISTING SURFACE PARKING TO BE REMOVED
-  POTENTIAL PARKING STRUCTURE
-  BUS STOP



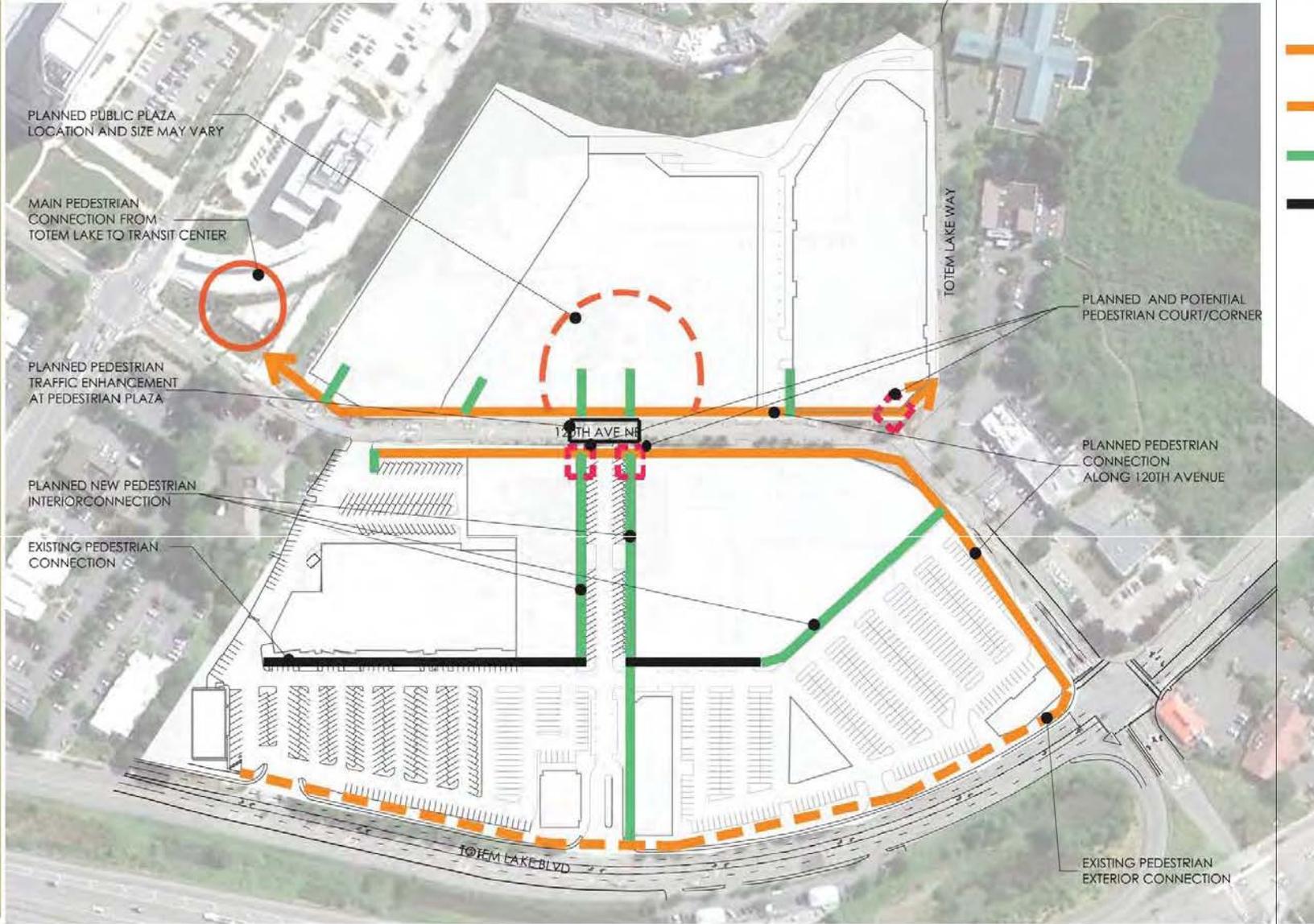
VEHICULAR SITE PLAN
THE VILLAGE AT TOTEM LAKE - VEHICULAR SITE PLAN



EXHIBIT 2

ATTACHMENT 3
FILE NO. DRV/15-02580
AMENDED CMP EXHIBITS

THE VILLAGE AT TOTEM LAKE



- PLANNED PEDESTRIAN CONNECTION ALONG 120TH AVENUE
- - - - EXISTING PEDESTRIAN EXTERIOR CONNECTION
- PLANNED NEW PEDESTRIAN INTERIOR CONNECTION
- EXISTING PEDESTRIAN CONNECTION
- ⊞ PLANNED AND POTENTIAL PEDESTRIAN COURT/CORNER
- ⌒ PLANNED PEDESTRIAN PLAZA



PEDESTRIAN SITE PLAN
THE VILLAGE AT TOTEM LAKE - PEDESTRIAN SITE PLAN



EXHIBIT 3

ATTACHMENT 3
FILE NO. DRV/15-02580
AMENDED CMP EXHIBITS

THE VILLAGE AT TOTEM LAKE



-  PLANNED MIXED USE DEVELOPMENT SITE WITH POTENTIAL OFFICE, RESIDENTIAL, RETAIL, RESTAURANTS, CINEMA AND POTENTIALLY STRUCTURED PARKING AND USES APPROVED BY TL2 ZONE
-  FUTURE REDEVELOPMENT SITE WITH POTENTIAL OFFICE, RESIDENTIAL AND RETAIL
-  EXISTING BUILDINGS
-  PLANNED MIXED USES
-  NOT A PART OF MALL PROPERTY
-  FUTURE REDEVELOPMENT

NOTE:
ALL AREAS ANTICIPATED TL2 ZONE USES



CONCEPTUAL SITE PLAN
THE VILLAGE AT TOTEM LAKE - CONCEPTUAL MASTER PLAN



EXHIBIT 4

ATTACHMENT 3
FILE NO. DRV/15-02580
AMENDED CMP EXHIBITS

THE VILLAGE AT TOTEM LAKE



OVERALL SITE VIEW
THE VILLAGE AT TOTEM LAKE



THE VILLAGE AT TOTEM LAKE



OVERALL SITE - SOUTHEAST VIEW
THE VILLAGE AT TOTEM LAKE



PLAZA VIEW AT MAIN ENTRY DRIVE & 120TH AVENUE
THE VILLAGE AT TOTEM LAKE





MAIN ENTRY DRIVE - VIEW NORTHEAST
THE VILLAGE AT TOTEM LAKE



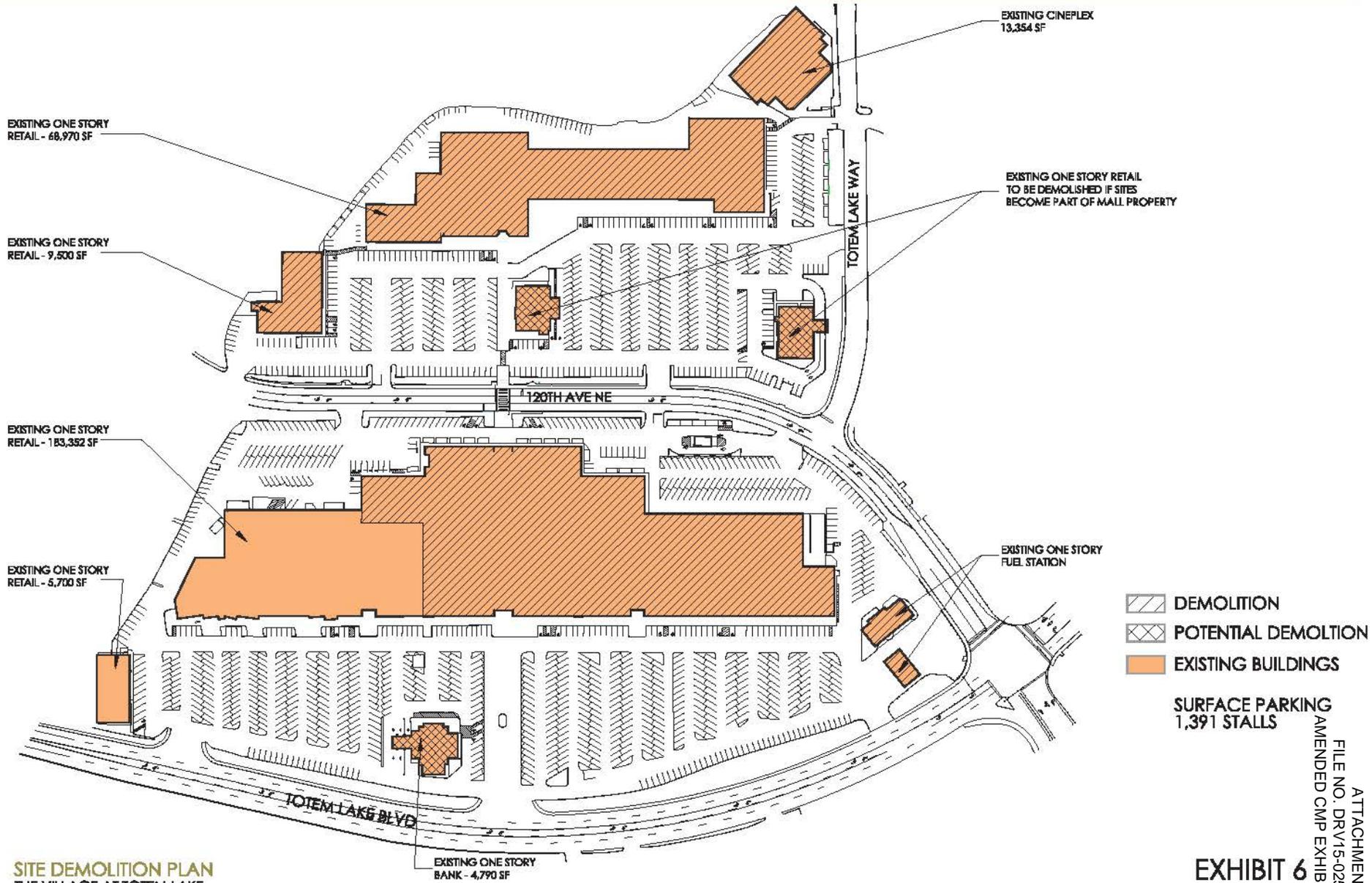
THE VILLAGE AT TOTEM LAKE



120TH AVENUE - SOUTH VIEW
THE VILLAGE AT TOTEM LAKE

ATTACHMENT 3
FILE NO. PRV15-02580
AMENDED EXHIBITS

THE VILLAGE AT TOTEM LAKE



SITE DEMOLITION PLAN
THE VILLAGE AT TOTEM LAKE



EXHIBIT 6

ATTACHMENT 3
FILE NO. DRV/15-02580
AMENDED CMP EXHIBITS

CHAPTER SEVEN

DESIGN GUIDELINES

A. Vision For Redevelopment.

The Mall should be redeveloped as a contemporary regional shopping center, designed to attract regional customers to amenities commensurate with similarly situated regional malls. It is important that the Mall be redeveloped in a manner that creates a unique identity, with clear boundaries, and a sense of place. Buildings and public space should be functional, pedestrian-oriented, properly scaled and aesthetically pleasing through incorporation of architectural design elements. The architectural character of the buildings within the Mall should present a consistent image with unified design features.

While most customers will continue to arrive by private automobile or public transportation, the Mall should be pedestrian-friendly, with emphasis on the public plaza, generous sidewalks, pedestrian amenities, landscaping and safe internal and external circulation systems. The public plaza should be a focal point within the Mall, providing landscape features and pedestrian amenities to encourage use and provide an aesthetically pleasing transition from the surrounding urban density.

There should be clearly identifiable building and pedestrian access points and entryways. Pedestrian connections should exist (1) between the upper mall and lower mall (east and west of 120th Avenue NE); (2) internal to the Mall; and (3) between the Mall and adjacent properties, including the Evergreen Hospital campus and the Transit Center, along 120th Avenue NE. Realignment and reconstruction of 120th Avenue NE is important to better facilitate pedestrian-oriented use of the Mall and promote connectivity within the Mall. Traffic calming features should be incorporated into the redesign to reduce the speed and increase safety, while also encouraging the use of nearby streets and boulevards for through traffic.

There should be adequate parking provided at various access locations throughout the Mall. Parking should be a combination of surface parking lots, parking structures, and on-street parking strategically located to ensure easy, safe and functional access to the array of mixed uses within the Mall. Efforts should be made to incorporate architectural elements, such as trellises, landscaping, artwork or murals, to soften the impact of parking structures and provide a more aesthetically appealing appearance.

Landscaping and signs throughout the Mall should be addressed through one or more property-wide plans to ensure consistency and allow evaluation of the overall impact on the appearance of the Mall both on-site and as viewed from Interstate-405, Totem Lake Boulevard and adjacent streets.

B. Applicable Design Guidelines.

In 2002, Kirkland adopted the Totem Lake Neighborhood Plan, which sets forth specific goals and objectives for Totem Center. These include the following:

- *Accommodate high density, transit-oriented development, consistent with the district's position in an Urban Center.*
- *Ensure that public and private development contributes to a lively and inviting character in Totem Center.*
- *Reinforce the character of Totem Center through public investments.*
- *Produce buildings that exhibit high quality design, incorporate pedestrian features and amenities and display elements of both continuity and individuality.*
- *Provide public spaces that are focal points for the community.*
- *Provide visual and functional connections between adjacent developments through landscaping, public spaces and pedestrian connections.*

These specific goals and objectives provide strong support for redevelopment of the Mall to meet the desire of Kirkland to encourage urban density development in Totem Center in a way that will enhance the public image and accommodate pedestrian-oriented shopping opportunities within Totem Center.

The “Design Guidelines for Pedestrian-Oriented Business Districts,” adopted by Kirkland on May 6, 2003, and subsequently amended to include specific provisions applicable to the TL 2 Zone on August 4, 2004, are incorporated by reference into the Kirkland Municipal Code, Section 3.30.040 (hereafter “Design Guidelines”). These Design Guidelines are applicable to redevelopment of the Mall. However, the design regulations contained in the Kirkland Zoning Code, Chapter 92, are not applicable to redevelopment of the Mall within the TL 2 Zone.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they establish a greater sense of quality, unity, and conformance with Kirkland’s physical assets and civic role. The Design Guidelines focus on creating a high-quality pedestrian environment, especially along pedestrian-oriented streets. The following are pertinent provisions of the Design Guidelines that should be considered by the DRB when evaluating subsequent design elements of the overall Mall redevelopment:

I. PEDESTRIAN-ORIENTED ELEMENTS:

- *Sidewalk Width – Movement Zone. A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10’ and 18’. New buildings on pedestrian oriented streets should be set back a sufficient distance to provide at least 10’ of sidewalk. If outdoor dining, seating, vending or displays are desired, an additional setback is necessary. New development in TL 2 should provide sidewalks at the recommended width, to contribute to the pedestrian-orientation of new development. Public gathering places, such as pedestrian-oriented plazas linked to the sidewalk, should be encouraged.*
- *Sidewalk Width – The Storefront Activity Zone. New buildings should be set back a sufficient distance from the front property line a minimum of 10’ to allow enough room for pedestrian movement. Wider setbacks should be considered to accommodate other sidewalk uses that would benefit businesses and the pedestrian environment. Lighting and special paving of the storefront activity zone are also beneficial.*
- *Pedestrian Coverings. Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.*
- *“Pedestrian-Friendly” Building Fronts. All building fronts should have pedestrian-friendly features, such as transparent or decorative windows, public entrances, murals or artwork, bulletin boards, display windows, seating, or street vendors. Blank walls should be mitigated where feasible using architectural techniques such as recessing the wall with niches, artwork on the surface, or installation of trellises or similar architectural features. Since pedestrians move slowly along the sidewalk, the street level of buildings must be interesting and varied. Since the potential exists for large tenants to locate within TL 2, efforts should be made to minimize the impacts of these uses along pedestrian-oriented streets and concourses. Along 120th Avenue NE, buildings should be designed to add vitality along the sidewalk, by providing*

multiple entrance points to shops, continuous weather protection, outdoor dining, transparency of windows and interactive window displays, entertainment and diverse architectural elements. Ground floor development in TL 2 should be set close to the sidewalk along pedestrian streets and concourses to orient to the pedestrian and provide appropriately-scaled environment.

- *Upper-Story Activities. All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.*
- *Lighting From Buildings. All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy – or awning-mounted lights, and display window lights. Encourage a variety in the use of light fixtures to give visual variety from one building façade to the next. Back-lit or internally-lit translucent awnings should be prohibited.*
- *Pedestrian-Oriented Plazas. Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety. Public spaces, such as landscaped and/or furnished plazas and courtyards should be incorporated into the development, and be visible and accessible from either a public sidewalk or pedestrian connection. Primary pedestrian access points to retail development in TL 2 along 120th Avenue NE may be especially effective locations for public plazas.*
- *Pedestrian Connections – Commercial. Developments should have well-defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.*
- *Blank Walls. Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.*

II. PUBLIC IMPROVEMENTS AND SITE FEATURES

- *Pathway Width. Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide. Through-site connections from street to street, between the upper and lower portions*

of TL 2, and within TL 2 are needed to provide convenient pedestrian mobility, and to contribute to the village-like character desired for TL 2. Pedestrian connections to surrounding related uses, such as the hospital campus and transit center should also be provided.

- *Gateway Features. Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district. The Transit Center on the hospital campus should be a “landmark” feature for both the Totem Center district and the hospital campus, providing a focal point for residents, employees and visitors. A combination of signs and symbols linking the transit center to the pedestrian connection along NE 128th Street, the flyer stop and the Park and Ride should be provided. A prominent entry to the district exists at the intersection of NE 128th Street and Totem Lake Boulevard, where vehicles and pedestrians arrive from the crossing over I-405. Entry features provided in this area should contribute to the identity associated with the Totem Center district. Public art and private efforts can be used to establish gateway features to strengthen the character and identity of Totem Center and the neighborhood. At the northern entry to Totem Center at 120th Avenue NE and NE 132nd street, a neighborhood entry sign or other identifying neighborhood feature should be provided. Another important entry point identified in the neighborhood plan is along Totem Lake Boulevard, just east of 120th Avenue NE. A feature providing a sense of entry into the Totem Center district at this location would be appropriate.*
- *Parking Lot Location and Design. Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking. Throughout Totem Center, parking areas located between the street and the buildings should be discouraged. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.*
- *Circulation Within Parking Lots. Parking lot design should be clear and well organized. Space should be provided for pedestrians to walk safely in all parking lots.*
- *Parking Lot Landscaping. Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact. Screening and landscaping should be required where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter. Within TL 2, the provision of landscaping to soften the*

impacts of cars and pavement is important. Clusters of trees rather than single trees may be more effective in certain portions of the mall's parking areas. Visibility of the mall from the freeway should be considered when evaluating the locations and types of landscaping to be used.

- *Parking Garages. The intrusive qualities of parking structures must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas in high visibility locations. On hillsides and near residential areas the stepping back or terracing of upper stories should be considered to reduce scale. The development densities planned for Totem Center may result in the need for large parking structures to support them. Careful design of the structures will be important to retain a visually attractive environment. The location of parking structures along pedestrian-oriented streets or pedestrian pathways should be discouraged. Where parking structures cannot be located underground and must be provided on the ground floor, an intervening use should be provided to retain the visual interest along the street. If parking areas are located in a separate structure from the primary use, the structure must be set back from the street, and screened with substantial landscaping. Within TL 2, if it is not possible or practical to locate parking structures behind a building or underground, structural parking should be developed, oriented and screened to complement adjacent buildings, reduce automobile and pedestrian conflicts, and support the pedestrian environment. Artwork, display windows, trellises and/or dense vegetation are examples of screening devices that may be successful in balancing the scale of the structure with the pedestrian element.*

- *Street Trees. Street trees within TL 2 should be selected to achieve the varying objectives of the district. Some preliminary ideas for a street tree planning plan are:*
 - *Totem Lake Boulevard. South of NE 128th Street, trees should be planted that balance the goals of creating a “greenway” along the boulevard, providing a safe and inviting pedestrian experience and enabling visibility of the site’s businesses to the freeway traveler. Smaller trees planted at frequent intervals anchored by larger, “boulevard” trees at primary site entrances would achieve this objective. As an alternative or additional component, groupings of trees planted behind a meandering sidewalk may also be effective.*

 - *120th Avenue NE. South of NE 128th Street, choose street trees that will emphasize the pedestrian connection between the upper*

and lower mall, such as the use of larger trees at crossings and major points of entry. Choose spacing and varieties to create a plaza-like character to encourage pedestrian activity. Trees in planters and colorful flower beds will soften the area for pedestrians but allow visual access to adjoining businesses.

III. SCALE

- *Fenestration Patterns. Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.*
- *Architectural Elements. Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged. Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated into the building and not “tacked on”.*
- *Building Modulation – Vertical. Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.*
- *Building Modulation – Horizontal. Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes.*

IV. BUILDING MATERIAL COLOR AND DETAIL

- *Ornamental and Applied Art. Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-created details should be considered in special places.*
- *Color. Color schemes should adhere to the guidelines enumerated above. The use of a range of colors compatible with a coordinated color scheme should be encouraged.*
- *Street Corners. Property owners and developers should be encouraged to architecturally enhance building corners.*

- Signs. All signs should be building-mounted or below 12' in height if ground mounted. Maximum height is measured from the top of the sign to the ground plane. No off-premises commercial signs, except public directional signs, should be permitted. No billboards should be permitted. Signs for individual parking stalls should be discouraged. If necessary, they should not be higher than necessary to be seen above bumpers. Parking lot signs should be limited to one sign per entrance and should not extend more than 12' above the ground. Neon signs, sculptural signs, and signs incorporating artwork are encouraged. Signs that are integrated with a building's architecture are encouraged. Shingle signs and blade signs hung from canopies or from building facades are encouraged. Traditional signs such as barber poles are encouraged. Signs within TL 2 should be coordinated through a sign package for the entire property.

V. NATURAL FEATURES

- Landscaping. The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults. Natural Features. An important goal in the Totem Lake Neighborhood Plan is to establish a "greenway" extending in an east/west direction across the neighborhood. Portions of the greenway follow Totem Lake Boulevard, along the western boundary of TL 2. Properties abutting the designated greenbelt should be landscaped with materials that complement the natural areas of the greenway where possible.
- Culverted Creeks. One channel of the Totem Lake tributary extends along I-405, west of Totem Lake Boulevard in a culvert to Totem Lake. If it is feasible, restoration of this streambed could be incorporated into the "greenway" design developed for this segment of Totem Lake Boulevard.

- a. The need for the modification was not known and could not reasonably have been known before the Design Review approval was granted;
 - b. The modification is minor and will not, in any substantial way, change the proposed development or violate any requirement imposed by the Design Review Board. The Planning Official may consult with the Design Review Board in his/her decision; and
 - c. The development that will result from the modification will be consistent with the design regulations, design guidelines, and Comprehensive Plan.
2. Any modification, other than as specified in subsection (1) of this section, must be reviewed and decided upon as a new Design Review approval under this chapter.
-  F. In conjunction with review of Phase Plans, CenterCal shall submit with their design review application, detailed plans and/or detailed language that address the following matters to the extent such matters are applicable to the particular phase being submitted for approval:
1. Clarification of the overall pedestrian circulation patterns relating to Totem Lake Boulevard, the cinema and the stand alone retail adjacent to the west parking lot.
 2. A pedestrian pathway on the Mall property connecting with the approved pedestrian connection on the Evergreen Hospital property, adjacent to the transit center.
 3. Continued existence of a pedestrian connection on the lower mall that connects to an adjoining medical office building at 12707 120th Avenue NE.
 4. Establishment of a pedestrian connection at the south end of the existing lower mall to facilitate pedestrian circulation between 120th Avenue NE and Totem Lake Boulevard.
 5. Unless otherwise mutually agreed between the City and CenterCal, incorporate the narrower design approved for the East/West Connector between Totem Lake Boulevard and 120th Avenue NE approved in the original CMP.

6. Buildings fronting the public plaza and along the East/West Connector between Totem Lake Boulevard and 120th Avenue NE shall contain continuous retail frontage except for circulation areas or public amenities that contribute to the pedestrian environment, or as otherwise provided in Condition 8 below. Design techniques shall be used to prevent the dominance of large single occupant structures.
7. Create a focal point at the eastern terminus of the public plaza.
8. Uses other than retail, restaurants, taverns, fast food restaurants, cinemas, fitness facilities, spas, entertainment, and banking facilities may be permitted on the ground floor of structures only if the use and location do not compromise the desired pedestrian orientation and character of the development.
9. Identify suitable locations for public amenities, such as art, sculptures, fountains and benches.
10. Provide a conceptual landscape plan, with performance standards/goals, that show trees in the following areas:
 - a. Pedestrian walkway along western frontage of lower Mall;
 - b. 120th Avenue NE and the public plaza;
 - c. Totem Lake Boulevard fronting the Autozone store;
 - d. Lower Mall parking lot; and
 - e. Landscaping or other design features on the top level of parking structures.
11. In addition to the design guidelines in this Amended CMP, the following standards shall be applied:
 - a. The Project shall include diverse forms of overhead weather protection where adjoining a pedestrian walkway;
 - b. Changes of color and materials shall be utilized to help break up the mass of the buildings; and
 - c. The portions of the lower Mall to be retained shall be architecturally consistent with the new construction.

12. Loading and service areas shall be located away from 120th Avenue NE and pedestrian areas. Plans shall address and mitigate impacts of loading and service areas on adjoining properties.
13. Roofscapes shall be considered.



Zoning Map



Legend

- City Limits
- Cross Kirkland Corridor
- Regional Rail Corridor
- Streets
- Parcels
- Buildings
- Lakes
- Parks
- Schools
- Overlay Zones
 - (EQ)
 - (HL)
 - (HP)
- Planned Unit Development
- Design District
- City Zoning
 - Commercial
 - Industrial
 - Transit Oriented Development
 - Office
 - High Density Residential
 - Medium Density Residential
 - Low Density Residential
 - Institutions
 - Park/Open Space

1: 3,753



ATTACHMENT 6
FILE NO. DRV145-02580
ZONING MAP

Notes

■ ■ ■ ■ ■ - Totem Lake Mall



NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

Produced by the City of Kirkland. © 2014 City of Kirkland, all rights reserved.
No warranties of any sort, including but not limited to accuracy, fitness, or merchantability, accompany this product.

55.17 User Guide – TL 2 zone.

The charts in KZC [55.21](#) contain the basic zoning regulations that apply in the TL 2 zone 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.

Section 55.19


Zone
TL 2

Section 55.19 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter [1](#) KZC to determine what other provision of this code may apply to the subject property.
2. In addition to the height exceptions established in KZC [115.60](#), the following exceptions to height regulations in TL 2 are established:
 - a. Decorative parapets may exceed the height limit by a maximum of four feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two feet.
 - b. For structures with a sloped roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.
3. The applicant shall install at least one through-block pathway pursuant to the standards in KZC [105.19](#) from Totem Lake Boulevard to 120th Avenue NE, between the upper and lower portions of TL 2 and within TL 2 where necessary to strengthen the pedestrian connections to streets between buildings, parking areas and public spaces. Pedestrian connections to surrounding uses, including the Transit Center, the Evergreen Hospital Medical Center campus and to the TL 1 zone shall also be provided.

Section 55.21



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.21	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	Development Containing Retail Uses, Selling Goods or Providing Services, Including Restaurants and Taverns, Banking and Other Financial Services See Spec. Regs. 1, 2 and 3.	D.R., Chapter 142 KZC. If an approved Conceptual Master Plan (CMP) exists, the review process shall be as set forth in the CMP. Otherwise, see Spec. Regs. 2 and 3.	1.5 acres. See Spec. Reg. 8.	As established in the CMP.	80%	90' to 135' above average building elevation. See Spec. Reg. 9.	See Spec. Reg. 3.	See Spec. Reg. 4.	As established in the CMP.	<ol style="list-style-type: none"> 1. May also include one or more of the other uses allowed in this zone. Development regulations of this section apply to all uses developed within a Conceptual Master Plan (CMP). 2. Development must be part of a Conceptual Master Plan (CMP) for the entire property. The proposed CMP shall follow the process established in Chapter 142 KZC. Under KZC 142.35(7), the Design Review Board will consider a Conceptual Master Plan for the property. Subsequent development proposals shall follow DR or ADR as set forth in the Notice of Approval for the Conceptual Master Plan. 3. The Conceptual Master Plan must establish a circulation system for vehicles and pedestrians. The site plan should be pedestrian-oriented, and incorporate the following design principles: <ol style="list-style-type: none"> a. Siting of buildings oriented to the pedestrian network. Isolated building pads should be minimized. b. Storefront orientation to pedestrian and vehicular circulation routes. c. Ground floor spaces designed in a configuration which encourages pedestrian activity and visual interest. Uses other than retail, restaurants, and taverns may be permitted on the ground floor of structures only if the use and location do not compromise the desired pedestrian orientation and character of the development. d. Pedestrian connections: <ol style="list-style-type: none"> 1) Between the upper and lower portions of the property (east and west of 120th Avenue NE); 2) Internal to the site (between 120th Avenue NE and Totem Lake Boulevard), and/or other locations that provide convenient pedestrian mobility and contribute to the pedestrian and retail character of the development; and 3) To surrounding developments including the hospital campus, the transit center and the mixed use area to the north in TL 1A. The alignment of the pedestrian connection to properties in TL 1A should be designed to coincide with the alignment of 119th Avenue NE to the north. e. Clearly identifiable building and pedestrian access points and entryways. <p style="text-align: center;">REGULATIONS CONTINUED ON NEXT PAGE</p>		

(Revised 8/12)

**Kirkland Zoning Code
326.10**

Section 55.21



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.21	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	Development Containing Retail Uses, Selling Goods or Providing Services, Including Restaurants and Taverns, Banking and Other Financial Services (continued)									<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <ul style="list-style-type: none"> f. Provision of useable public spaces, plazas or pocket parks, and public amenities, such as art, sculptures, fountains or benches. g. Use of landscaping to emphasize entries into buildings and pedestrian areas, to enhance public spaces, and to screen blank walls and service areas. Landscaping should also be provided in plazas, along pedestrian circulation routes, and in parking areas. h. Design techniques to prevent the dominance of large single occupant structures, such as smaller building footprints and multiple tenant spaces on the ground floor at the street. i. Placement of parking areas behind buildings located on pedestrian-oriented streets and pathways. j. Placement of loading and service areas away from 120th Avenue NE and pedestrian areas. k. Location of drive-through facilities to not compromise the pedestrian orientation of the development. <p>4. Signs for a development approved under this provision must be proposed within a Master Sign Plan application (KZC 100.80) for all signs within the project.</p> <p>5. Any vehicle service or repair activity must be entirely contained within an enclosed structure, and the orientation of the use and activity must be away from pedestrian circulation routes and spaces.</p> <p>6. Motor vehicle, sailboat, motor boat and recreational trailer sales are permitted only if they are displayed in an indoor showroom, and the showroom does not occupy more than 10,000 square feet.</p> <p>7. The following uses are not permitted in this zone:</p> <ul style="list-style-type: none"> a. Retail establishments providing storage services unless accessory to another permitted use. b. Outdoor storage of bulk commodities, except in the following circumstances: <ul style="list-style-type: none"> 1) If the square footage of the storage area is less than five percent of the total square footage of the retail structure, or as provided for in the CMP; or <p>REGULATIONS CONTINUED ON NEXT PAGE</p>		

(Revised 8/12)

Section 55.21



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.21	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	Development Containing Retail Uses, Selling Goods or Providing Services, Including Restaurants and Taverns, Banking and Other Financial Services (continued)									<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>2) If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers.</p> <p>c. Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses.</p> <p>8. Parcels smaller than 1.5 acres may be added to a previously approved Conceptual Master Plan (CMP), if the applicable criteria set forth in the Notice of Approval for the approved CMP are met.</p> <p>9. Building height may exceed 90 feet above average building elevation if approved through a CMP; provided, that no more than 10 percent of the gross site area included within the CMP may have increased building height, and the increased building height does not exceed 135 feet above average building elevation.</p>		

(Revised 8/12)

Kirkland Zoning Code
326.12



CITY OF KIRKLAND

Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.ci.kirkland.wa.us

**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM**

To: David Ramsay, City Manager

From: Eric Shields, AICP, Planning Director
Jon Regala, Associate Planner

Date: January 9, 2006

Subject: **BACKGROUND INFORMATION REGARDING MID-BLOCK PEDESTRIAN
CONNECTION BETWEEN EVERGREEN HOSPITAL AND TOTEM LAKE MALL**

EVERGREEN HOSPITAL MASTER PLAN

Ordinance 3862, adopted by the City Council October 15, 2002, set forth the zoning regulations for the Evergreen Healthcare campus. Development of the Hospital Campus required approval of a Master Plan and subsequent approval by the Design Review Board (DRB) for future buildings. Included in the new regulations are maximum limits for building area, trip generation, height limits, and lot coverage. Specifically, in terms of pedestrian access, Kirkland Zoning Code Section 55.27.010 Special Regulation 9.C.9 states that *connections to the Totem Lake Mall and the transit center should be included in the Master plan. The Master plan should also explore options for providing pedestrian connections across the site.*

This zoning regulation was supported by the following language in the Comprehensive Plan:

Policy TL-9.2: *Implement design principles for the Evergreen Hospital Medical Center.*

Pedestrian access within and through the Hospital campus should continue to be improved. The Hospital should coordinate with the Totem Lake Mall to provide a pedestrian connection that allows access between the Hospital, Transit Center and retail area in a safe and attractive environment. This feature may be an open space amenity or incorporated into buildings located near the slope.

On August 5, 2003, the City Council approved the Master Plan for Evergreen Hospital. In the approved Master Plan, Figure 4, the Pedestrian Circulation Plan identifies a mid-block pedestrian connection to Totem Lake Mall, along the south property line of the Gateway Center site (see Attachment 1). The text accompanying the pedestrian connection reads: *Potential pedestrian connection to Totem Lake Mall pending compatible development of Totem Lake Mall.*

Additional language in the TL-3B subarea (Gateway site), page 32 of the approved Master Plan, reads: *it may be possible to introduce additional pedestrian connections to (the) Totem (Lake) Mall area pending future development and configuration of uses on that property.*

At the time of the Master Plan approval, it was unknown how a mid-block connection to the Totem Lake Mall would work, therefore the general approval language for the pedestrian connection.

GATEWAY BUILDING - DESIGN REVIEW APPROVAL

On July 29, 2005, the DRB approved the design of the Evergreen Hospital Gateway project (2 medical office buildings, transit center, and parking structure) on the TL-3B subarea on the Hospital Campus (see Attachment 2). Included in this approved design is a pedestrian connection to the Totem Lake Mall. The DRB approved this connection as a secondary connection to the Mall property with the thought that the primary access between the two properties would be along 120th Avenue NE.

The pedestrian connection is located one level beneath the office buildings and transit center and is accessed by a stairway near the south property line. Once on the lower level, a sidewalk leads to the south property line where the connection dead-ends pending a connection on the Totem Lake Mall property (see Attachment 3). The sidewalk does also continue to the west and ramps down towards 120th Avenue NE. The DRB did not require that access to the pedestrian connection itself be ADA accessible nor is it a requirement of City codes. Attachment 4 contains several photographs from a scale model showing the area of the pedestrian connection to the Mall.

GATEWAY PHASE I BUILDING PERMIT APPROVAL

On October 18, 2005, the City issued BLD04-01389 for Phase I of the Gateway office project consistent with the DRB's approval (see Attachment 3). This phase of the project includes the parking garage, one of two medical office buildings, and transit center. Included in this approval is the stairway leading to the pedestrian connection to the Mall property. A pedestrian access easement is required to be recorded on the property prior to occupancy of the medical office building.

CURRENT STATUS

On November 7, 2005, the DRB approved the Conceptual Master Plan (CMP) for the Totem Lake Mall. The DRB conditioned the CMP requiring that review of the mid-block pedestrian connection between the Mall and Hospital occur during Phase II of the project. City staff has since met with representatives from both Evergreen Hospital and Totem Lake Mall regarding this required mid-block pedestrian connection. While Evergreen Hospital and the Mall owners have agreed to the pedestrian connection, both have expressed concerns in constructing the pedestrian connection when their respective projects are built.

The primary concern for both parties is the location of the pedestrian connection. Evergreen Hospital has proposed and received approval for the pedestrian connection that is located one level below street level in their parking garage. This was done to prevent conflicts between pedestrians and bus traffic associated with the transit center. In the approved CMP for Totem Lake Mall, a parking garage is also located in the vicinity of the pedestrian connection. Therefore, the pedestrian connection between the two properties would occur between the two adjoining parking garages.

After studying the issue further, both parties feel that this is an undesirable location. Both Evergreen Hospital and Totem Lake Mall are hesitant in creating the mid-block connection citing safety concerns for pedestrians, liability to the property owners, and a poor aesthetic environment with the connection being within a parking garage. Both parties feel that the only pedestrian connection between the two properties should be along 120th Avenue NE.

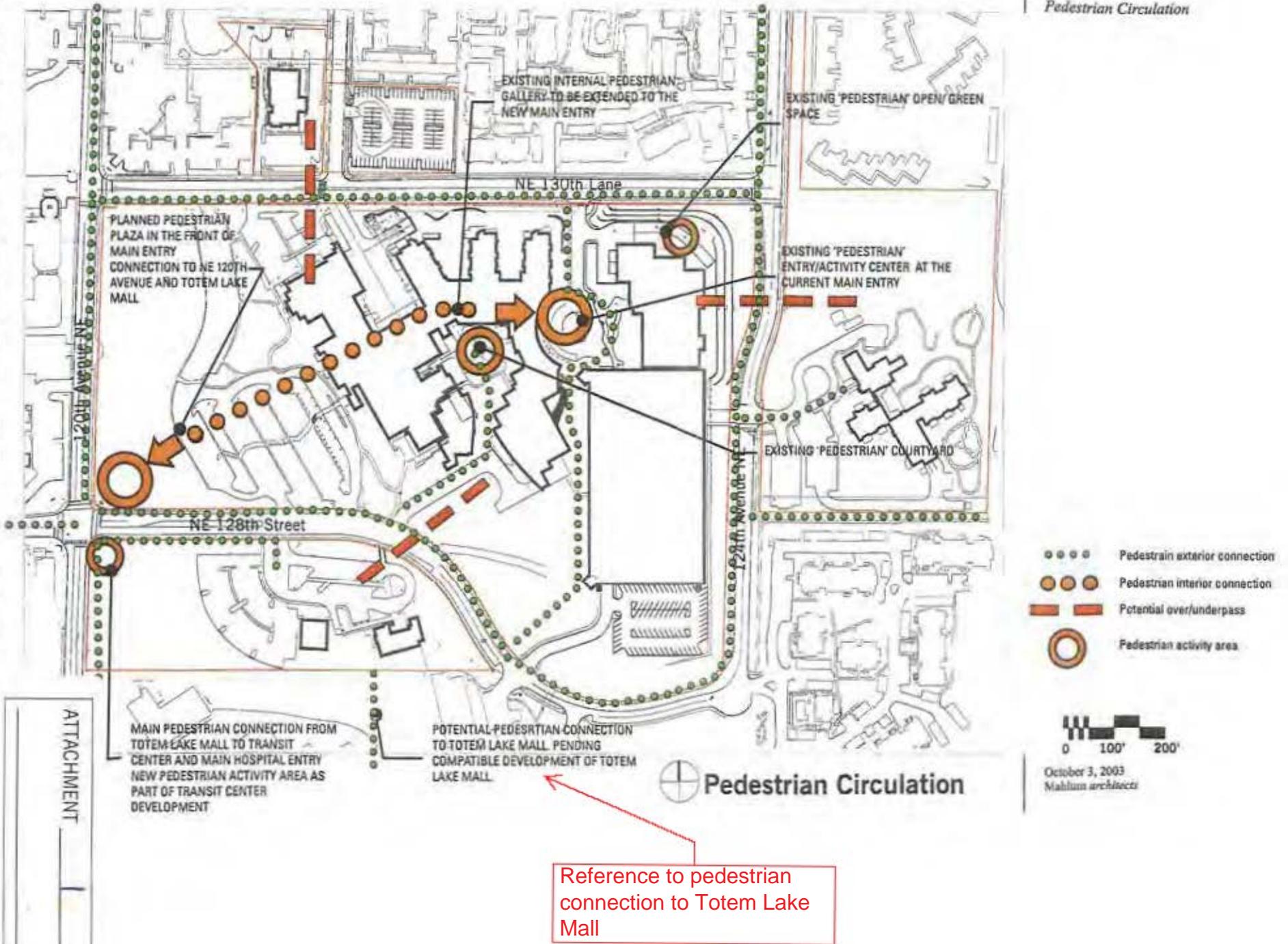
The City has maintained the position that the mid-block connection should be required based on the history and policy direction for such a connection. Also, with the addition of a new transit center on the Hospital property, the mid-block pedestrian connection provides for a quick shortcut to the proposed office building located on the parking garage on the Mall property. City staff supports the concept that the mid-block connection function as a secondary access point between the two properties with the primary connection remain along 120th Avenue NE. City staff anticipates that the final design of the pedestrian connection will not occur until Phase II is brought before the DRB for review when the upper Mall parking garage will be designed. In the meantime, further discussions with Evergreen Hospital and the Totem Lake Mall owners

are necessary to ensure that the pedestrian connection between the two properties will be created and details of the easement and design are worked out ahead of time.

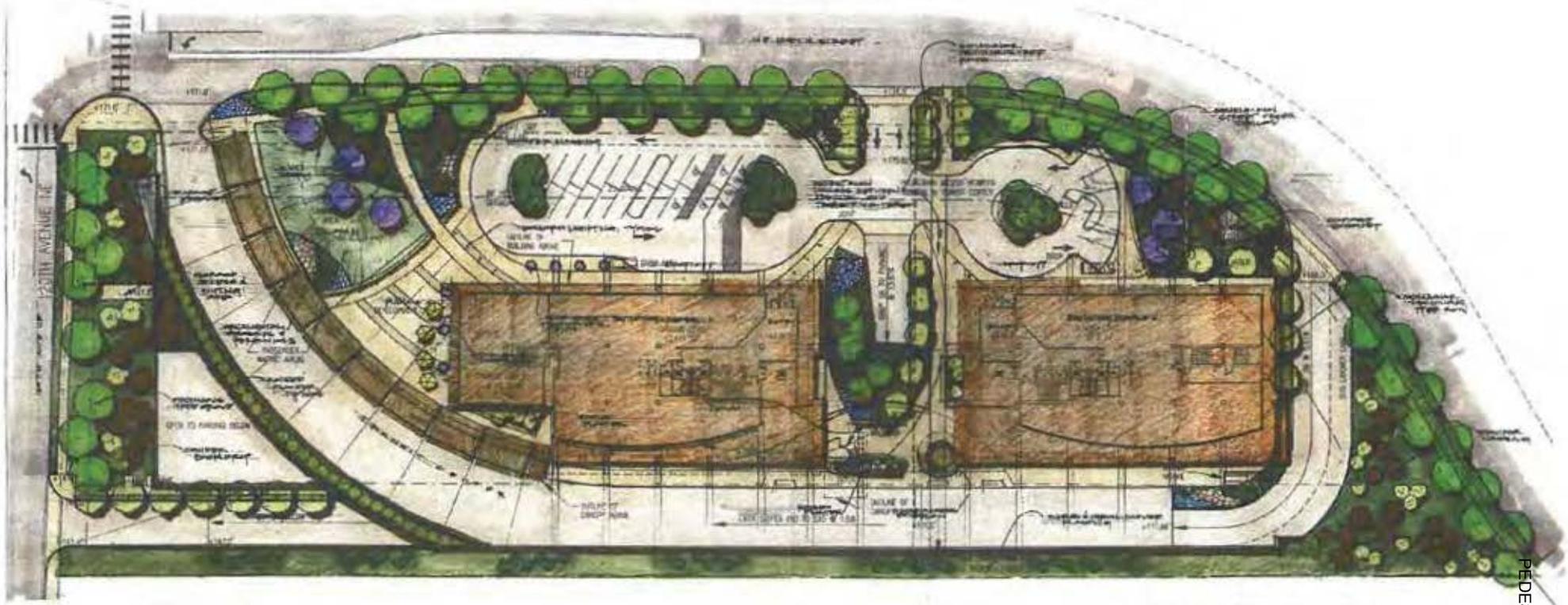
ATTACHMENTS

1. Evergreen Master Plan, Figure 4, Pedestrian Circulation Plan
2. DRB approved Evergreen Gateway Center site plan
3. Gateway Center Building Permit approved site plan
4. Photographs of pedestrian connection from scale model

Figure 4.
Pedestrian Circulation



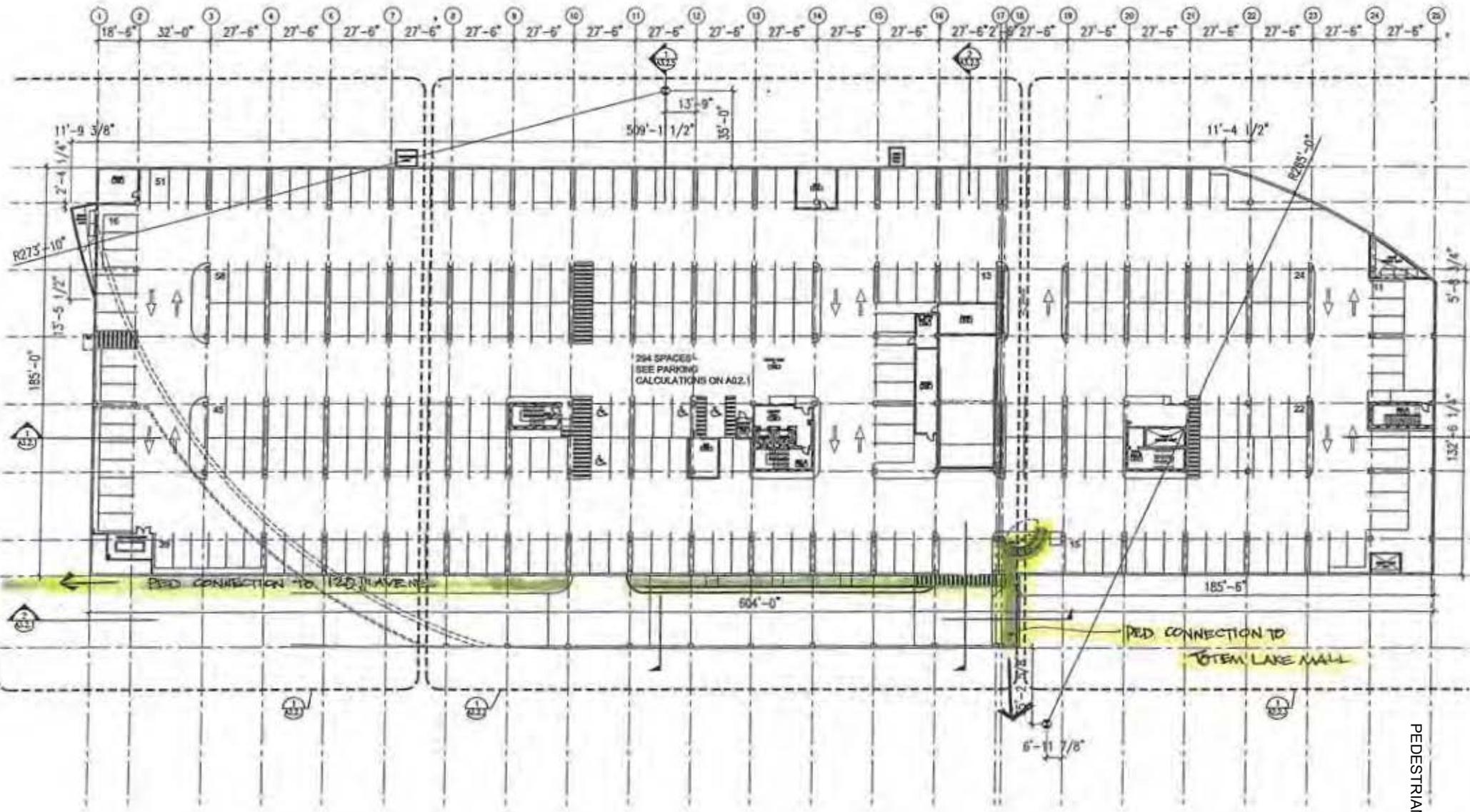
JULY 15, 2004



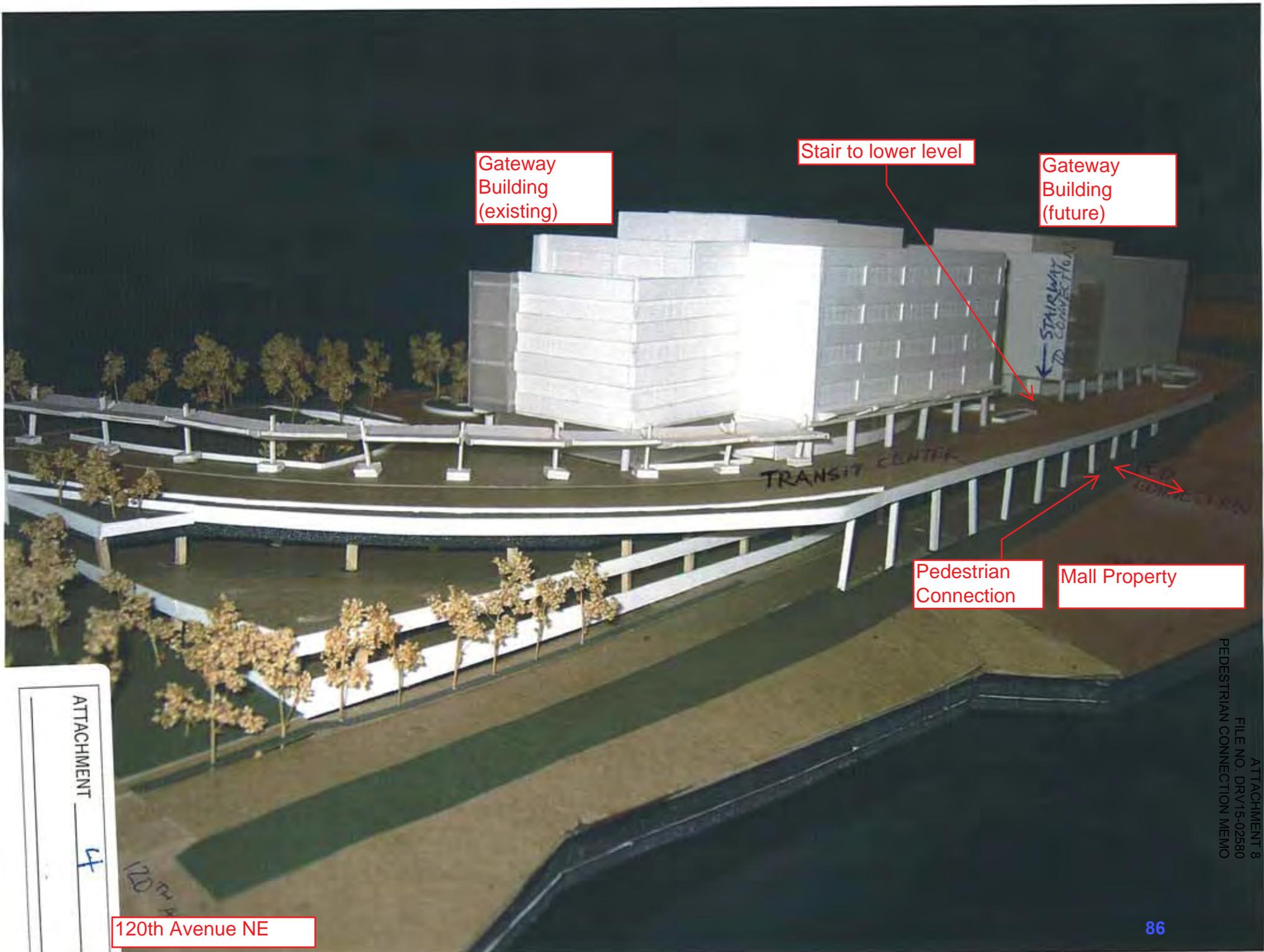
LANDSCAPE CONCEPT PLAN
SHEET 1 OF 1

ATTACHMENT 8
FILE NO. DRV15-02580
PEDESTRIAN CONNECTION MEMO

ATTACHMENT 2



ATTACHMENT 8
 FILE NO. DRY15-02580
 PEDESTRIAN CONNECTION MEMO



Gateway Building (existing)

Stair to lower level

Gateway Building (future)

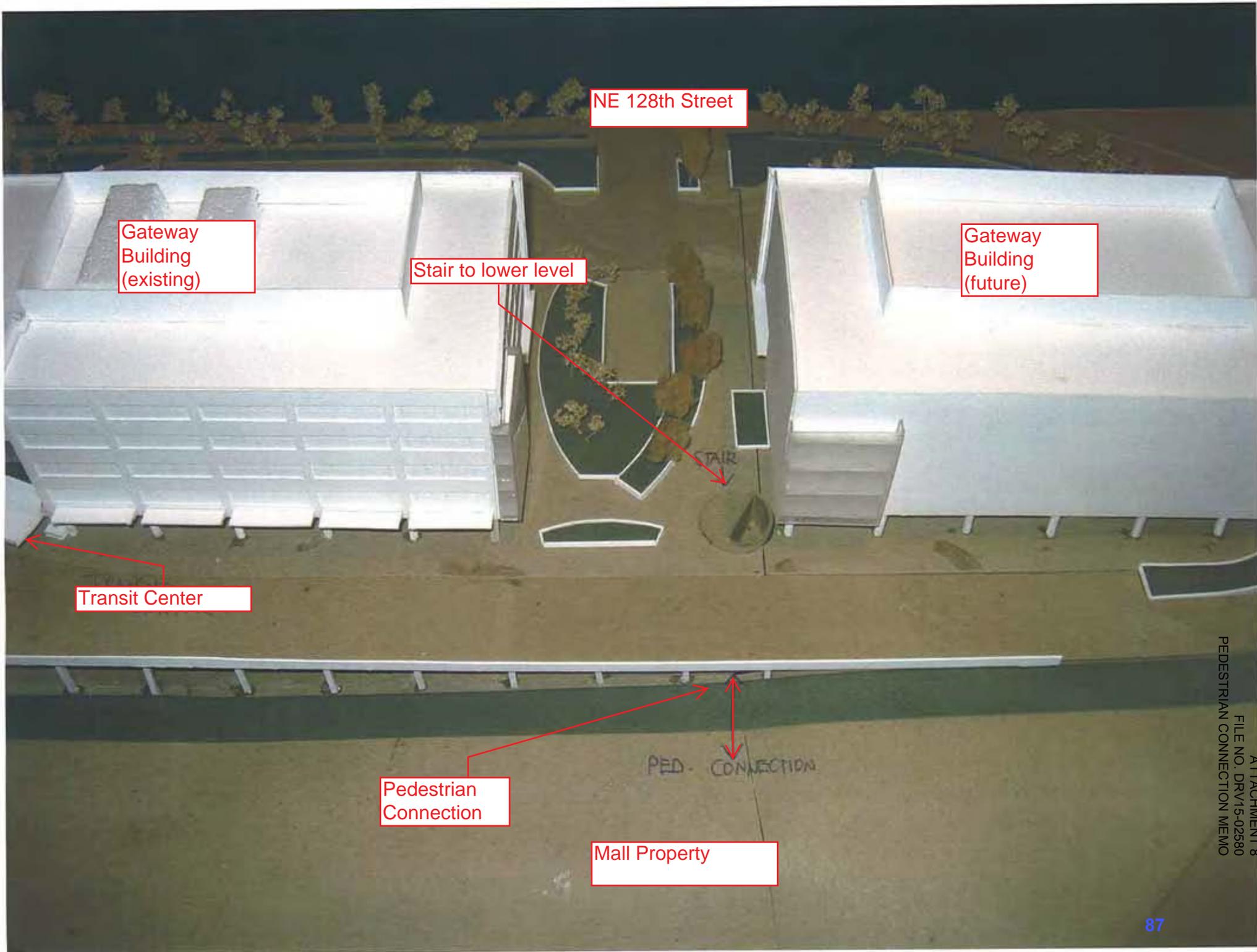
Pedestrian Connection

Mall Property

ATTACHMENT 4

120th Avenue NE

ATTACHMENT 8
FILE NO. DRV/15-02580
PEDESTRIAN CONNECTION MEMO



NE 128th Street

Gateway Building (existing)

Stair to lower level

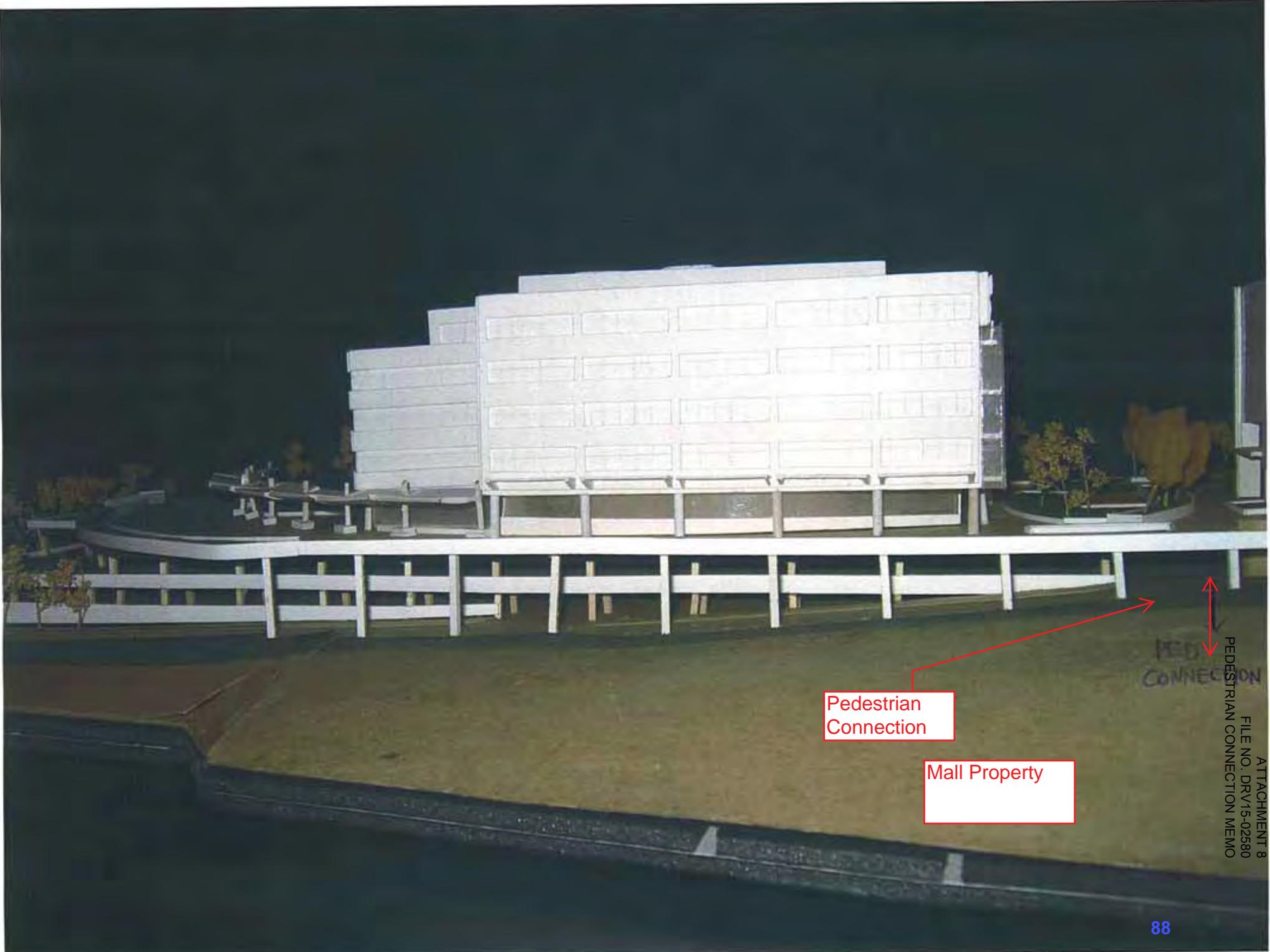
Gateway Building (future)

Transit Center

Pedestrian Connection

Mall Property

ATTACHMENT 8
FILE NO. DRV/15-02580
PEDESTRIAN CONNECTION MEMO



Pedestrian
Connection

Mall Property

PED
CONNECTION

ATTACHMENT 8
FILE NO. DRV15-02580
PEDESTRIAN CONNECTION MEMO