

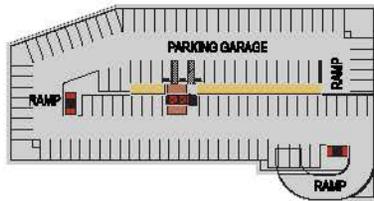
CONCEPT DESIGN 3 - PREFERRED:



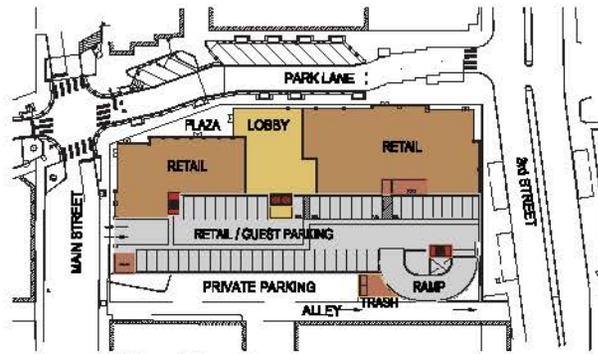
View of southwest corner



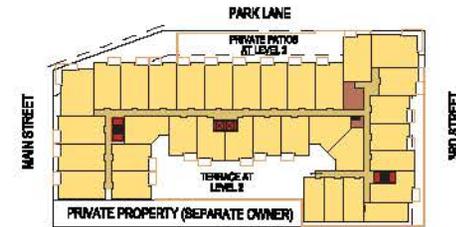
View of northeast corner



Parking Level



Street Level



Upper Levels

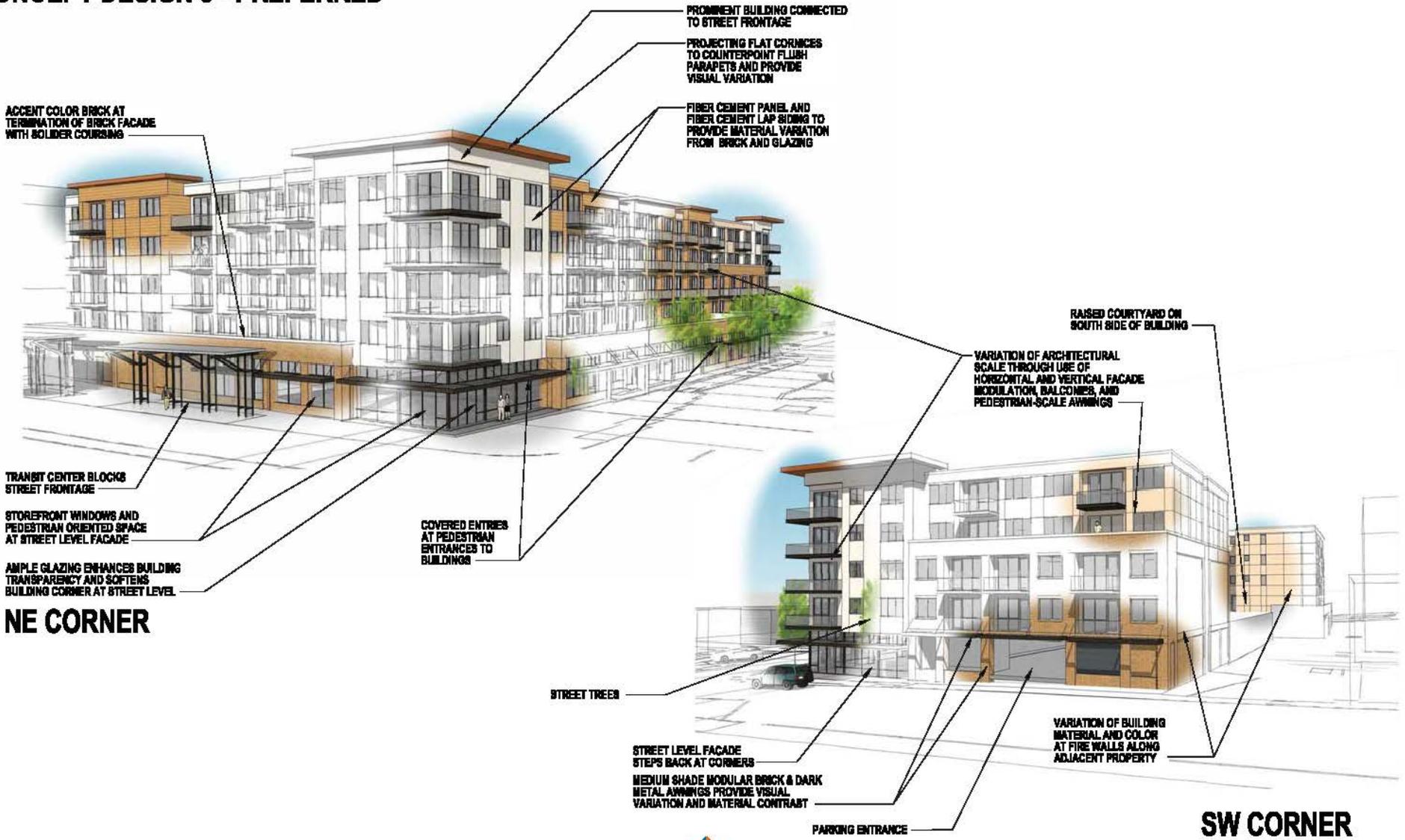


CONCEPT DESIGN 3 - PREFERRED



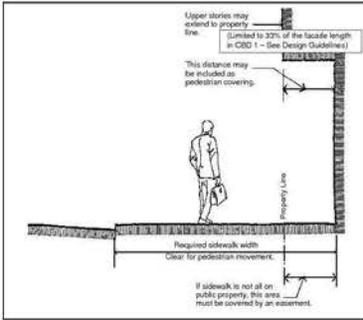
NW CORNER

CONCEPT DESIGN 3 - PREFERRED



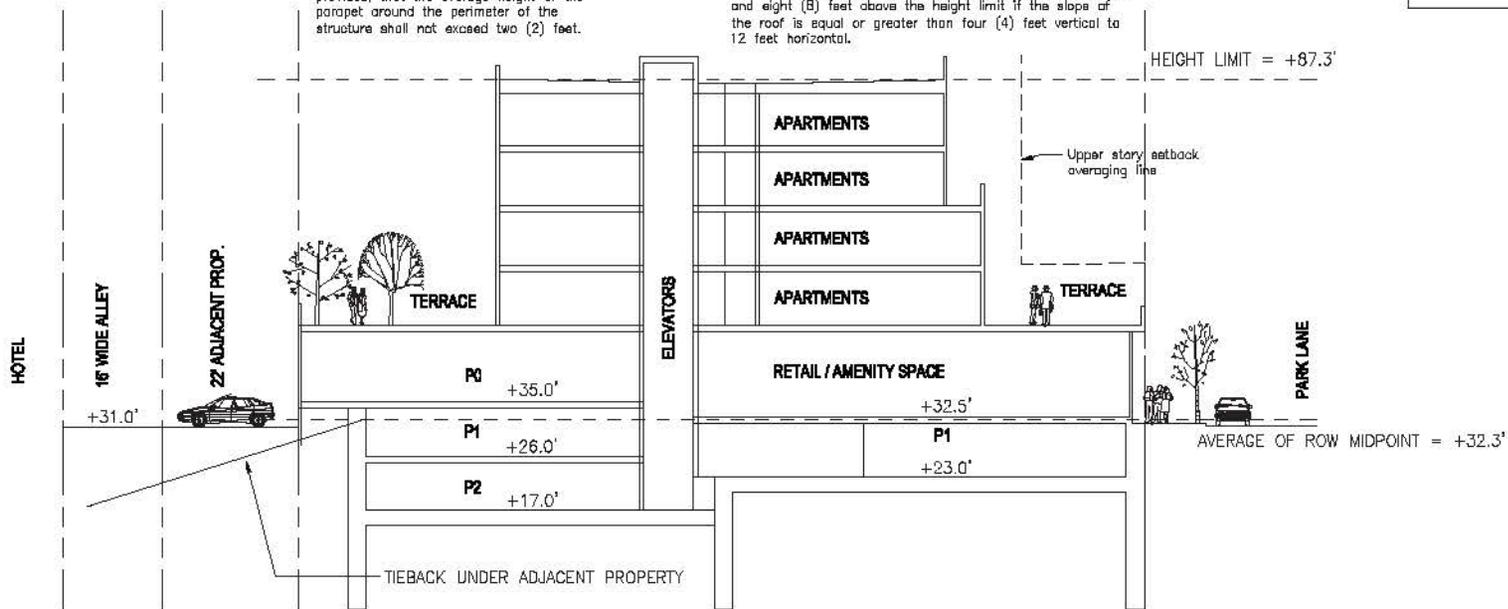
NE CORNER

SW CORNER

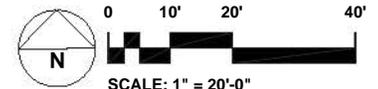


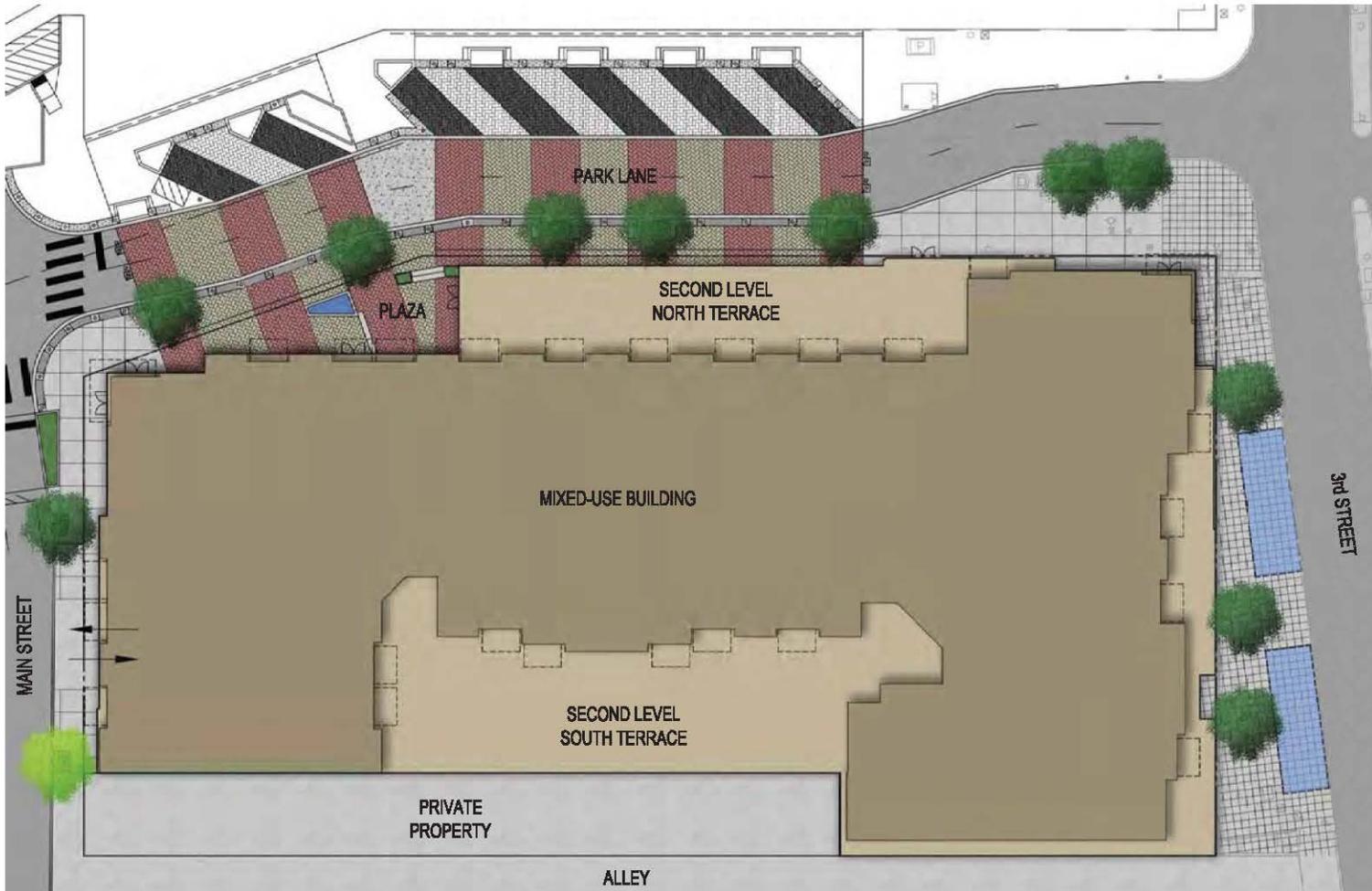
KZC 50.62.3.A
Decorative parapets may exceed the height limit by a maximum of four (4) feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two (2) feet.

KZC 50.62.3.c
For structures with a peaked roof, the peak may extend five (5) feet above the height limit if the slope of the roof is greater than three (3) feet vertical to 12 feet horizontal and eight (8) feet above the height limit if the slope of the roof is equal or greater than four (4) feet vertical to 12 feet horizontal.



SECTION NORTH-SOUTH





SCALE: 1" = 30'-0"

PEDESTRIAN ORIENTED ELEMENTS:

A. Sidewalk Width - Movement Zone/Curb Zone/Storefront Activity Zone

- Main Street - West End of Site: The proposed sidewalk will be a minimum of 12 feet in width with a 13 foot average. One new street tree will be added into the "curb zone" area. No parking stalls are fronting this street edge.
- Park Lane - North Side of Site: The frontage on Park Lane will consist of colored, pervious pavers in the western 2/3 of the street and the existing concrete paving at the east end. The public sidewalk width will be a minimum of 12 feet, plus an expanded outdoor Entry Plaza at the northwest corner of the building.
- 3rd Street - East End of Site: This street was completed as part of the Transit Stop improvements with a new and expanded concrete sidewalk and street trees.

B. Upper-Story Activities Overlooking the Street

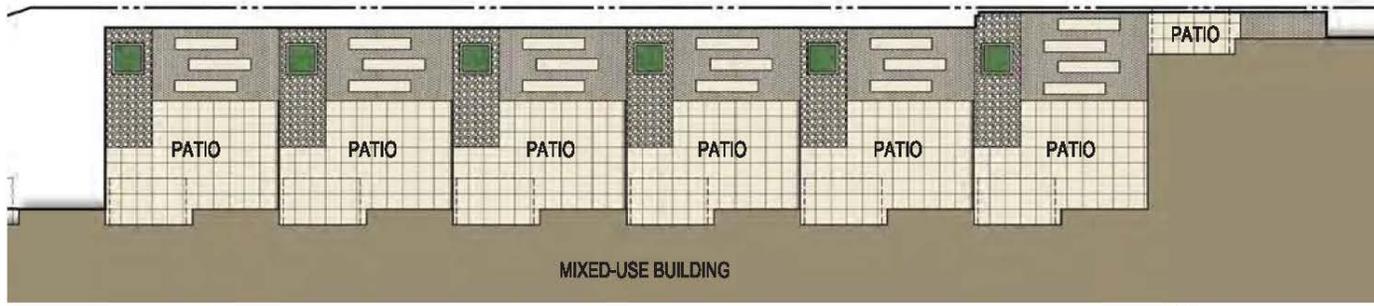
- The second-level outdoor terrace on the south side of the building faces the alley and the Heathman Hotel. The space will include both "private" patio spaces and "public" activity areas.
- The elevated terrace on the north side faces Park Lane. It is designed as a private terrace with (6) living units, each containing a generous outdoor patio and access to the railing to allow residents to "overlook" the street below.

C. Pedestrian-Oriented Plazas

- The project will include an Entry Plaza space located in a very sunny exposure at the northwest corner of the building. This space will front the main residential lobby and two or three retail spaces. The pervious paver surfacing used in Park Lane will extend into the plaza and right up to the face of the building. The space will be accessible and include seating and free-standing planters along with an art and water feature.

D. Pedestrian Connections

- This site has the benefit of being located directly adjacent to the new transit stop. Convenient and accessible connections will be made from all ground-level residential and retail spaces to the public sidewalk and then to the transit stop at the east end of the site.



NORTH TERRACE

SCALE: 1/16" = 1'-0"

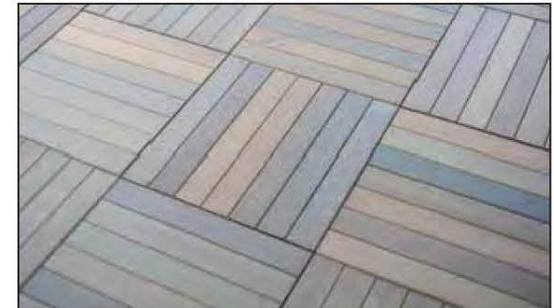


SOUTH TERRACE

SCALE: 1/16" = 1'-0"



TERRACE PLANTING



ACCENT PAVERS



FIREPIT



Dwarf Fountain Grass



Cavatine Japanese Pieris



Rosemary



Mountain Hemlock



English Lavender



Compact Strawberry Tree



Kelsey Dogwood



Vine Maple



Salal

PLANT LIST

BOTANICAL NAME

COMMON NAME

DECIDUOUS TREES

ACER CIRCINATUM
ACER JAPONICUM 'ACONITIFOLIUM'
CORNUS KOUSA 'SATOMI'
HAMAMELIS X INTERMEDIA

VINE MAPLE
FERNLEAF FULL MOON MAPLE
SATOMI KOUSA DOGWOOD
WITCHHAZEL

EVERGREEN TREES

CHAMAECYPARIS OBTUSA 'GRACILIS'
TSUGA MERTENSIANA

SLENDER HINOKI FALSE CYPRESS
MOUNTAIN HEMLOCK

SHRUBS

ARBUTUS UNEDO 'COMPACTA'
AZALEA VAR.
BERBERIS THUNBERGII 'CORUZAW'
CALLUNA VULGARIS
CHAMAECYPARIS OBTUSA 'FILICOIDES COMPACTA'
CLETHRA ALNIFOLIA
CORNUS SERICEA 'KELSEY'
LAVENDULA ANGUSTIFOLIA 'HIDCOTE SUPERIOR'
MANDINA DOMESTICA 'GULF STREAM'
PIERIS JAPONICA 'CAVATINE'
RHODODENDRON VAR.
RIBES SANGUINEUM
ROSA X 'RADRAZZ'
ROSMARINUS OFFICINALIS
SARCOCOCCA RUSCIFOLIA
VACCINIUM OVATUM

COMPACT STRAWBERRY TREE
EVERGREEN AZALEA
GOLDEN RUBY BARBERRY
HEATHER
COMPACT FERNSPRAY HINOKI CYPRESS
SUMMERSWEET
KELSEY DOGWOOD
HIDCOTE SUPERIOR ENGLISH LAVENDER
GULF STREAM HEAVENLY BAMBOO
CAVATINE JAPANESE PIERIS
RHODODENDRON HYBRIDS
RED-FLOWERING CURRANT
KNOCKOUT ROSE
ROSEMARY
SWEETBOX
EVERGREEN HUCKLEBERRY

GROUNDCOVERS, FERNS, & VINES

ARCTOSTAPHYLOS UVA-URSI
BLECHNUM SPICANT
FRAGARIA CHILOENSIS
MAHONIA REPENS
POLYSTICHUM MUNITUM
RUBUS PENTALOBUS

KINNIKINICK
DEER FERN
BEACH STRAWBERRY
CREEPING OREGON GRAPE
SWORD FERN
CREEPING BRAMBLE

GRASSES & PERENNIALS

ACORUS GRAMINEUS 'OGON'
CALAMAGROSTIS X ACUTIFOLIA 'OVERDAW'
CAREX MORROWII 'ICE DANCE'
EPIMEDIUM X PERRALCHICUM 'FROHNLEITEN'
HEMEROCALLIS 'STELLA D'ORO'
LIRIOPE SPICATA
PENNISETUM ALOPECUROIDES 'HAMELN'

VARIEGATED GRASSLEAF SWEETFLAG
VARIEGATED FEATHER REED GRASS
ICE DANCE SEDGE
FROHNLEITEN HYBRID EPIMEDIUM
STELLA D'ORO DAYLILY
CREEPING LILY TURF
DWARF FOUNTAIN GRASS



Main Street Mixed Use - Concept Design Conference, Kirkland, WA



NORTH ELEVATION

DATE: 5/14/2015

23

CHAPTER 50 - CENTRAL BUSINESS DISTRICT (CBD) ZONES

50.05 User Guide – CBD 1 zones.

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.

Section 50.10

Zone
CBD-1A,
1B

Section 50.10 – 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 provisions of this code may apply to the subject property.
2. The maximum height of structure shall be measured at the midpoint of the frontage of the subject property on the abutting right-of-way, excluding First Avenue South. See KZC [50.62](#) for additional building height provisions.
3. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Banking and Related Financial Services; Entertainment, Cultural and/or Recreational Facility; Parks; Government Facility; or Community Facility. The street level floor of buildings south of Second Avenue South may also include Office Use. The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way, not including alleys and similar service access streets). Buildings proposed and built after April 1, 2009, and buildings that existed prior to April 1, 2009, which are at least 10 feet below the maximum height of structure, shall have a minimum depth of 10 feet and an average depth of at least 20 feet containing the required uses listed above.
The Design Review Board (or Planning Director if not subject to D.R.) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest. Lobbies for residential, hotel, and office uses may be allowed within this space subject to applicable design guidelines.
4. Where public improvements are required by Chapter [110](#) KZC, sidewalks on pedestrian-oriented streets within CBD 1A and 1B shall be as follows:
Sidewalks shall be a minimum width of 12 feet. The average width of the sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street shall be 13 feet. The sidewalk configuration shall be approved through D.R.
(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

(GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)
5. Upper story setback requirements are listed below. For purposes of the following regulations, the term "setback" shall refer to the horizontal distance between the property line and any exterior wall of the building. The measurements shall be taken from the property line abutting the street prior to any potential right-of-way dedication.
 - a. **Lake Street:** No portion of a building within 30 feet of Lake Street may exceed a height of 28 feet above Lake Street except as provided in KZC [50.62](#).
 - b. **Central Way:** No portion of a building within 30 feet of Central Way may exceed a height of 41 feet above Central Way except as provided in KZC [50.62](#).
 - c. **Third Street and Main Street:** Within 40 feet of Third Street and Main Street, all stories above the second story shall maintain an average setback of at least 10 feet from the front property line.
 - d. **All other streets:** Within 40 feet of any front property line, other than Lake Street, Central Way, Third Street, or Main Street, all stories above the second story shall maintain an average setback of at least 20 feet from the front property line.
 - e. The required upper story setbacks for all floors above the second story shall be calculated as Total Upper Story Setback Area as follows:
Total Upper Story Setback Area = (Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas) x (Required average setback) x (Number of stories proposed above the second story). See Plate [35](#).
 - f. The Design Review Board is authorized to allow a reduction of the required upper story setback by no more than five feet subject to the following:
 - 1) Each square foot of additional building area proposed within the setback is offset with an additional square foot of public open space (excluding area required for sidewalk dedication) at the street level.
 - 2) The public open space is located along the sidewalk frontage and is not covered by buildings.
 - 3) For purposes of calculating the offsetting square footage, along Central Way, the open space area at the second and third stories located directly above the proposed ground level public open space is included. Along all other streets, the open space area at the second story located directly above the proposed ground level public open space is included.
 - 4) The design and location is consistent with applicable design guidelines.
 - g. The Design Review Board is authorized to allow rooftop garden structures within the setback area.
6. May also be regulated under the Shoreline Master Program; refer to Chapter [83](#) KZC

Section 50.12

Zone
CBD-1A,
1B

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 50.12	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	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)									
				Front	Side	Rear							
.010	Restaurant or Tavern	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One per each 125 sq. ft. of gross floor area. See KZC 50.60.	1. Drive-in or drive-through facilities are prohibited.	
.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.	1. The following uses are not permitted in this zone: <ul 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: <ul 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	 USE  REGULATIONS	DIRECTIONS: FIRST, read down to find use...THEN, across for 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							
.025	Banking and Related Financial Services See Spec. Reg. 2.	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' 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 only if: <ol style="list-style-type: none"> The drive-through facility is not located on a property that abuts either Park Lane or Lake Street. The drive-through facility existed prior to January 1, 2004, OR the drive-through facility will replace a drive-through facility which existed in CBD 1A or 1B on January 1, 2004, and which drive-through facility: <ol style="list-style-type: none"> Was demolished to allow redevelopment of the site on which the primary use was located; and Will serve the same business served by the replaced facility, even if that business moves to a new location; and Does not result in a net increase in the number of drive-through lanes serving the primary use; and 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 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 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"> The design of the vehicular access for any new drive-through facility is compatible with pedestrian walkways and parking access. Disruption of pedestrian travel and continuity of pedestrian-oriented retail is limited by minimizing the width of the facility and associated curb-cuts. 2. Unless this use existed on the subject property prior to January 1, 2004, Banking and Financial Services may not be located within the 30-foot depth (as established by General Regulation 3) on the street level floor of a building fronting on Park Lane and Lake Street.

Section 50.12

Zone
CBD-1A,
1B

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								
.030	Hotel or Motel	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One for each room. See Spec. Reg. 2 and KZC 50.60.	<ol style="list-style-type: none"> The following uses are not permitted in this zone: <ol style="list-style-type: none"> Vehicle service stations. Vehicle and/or boat sale, repair, service or rental. Drive-in facilities and drive-through facilities. The parking requirement for hotel or motel use does not include parking requirements for ancillary meetings and convention facilities. Additional parking requirements for ancillary uses shall be determined on a case-by-case basis. 		
.040	Entertainment, Cultural and/or Recreational Facility										See KZC 50.60 and 105.25.			
.060	Private Club or Lodge										B		See KZC 50.60 and 105.25.	<ol style="list-style-type: none"> Ancillary assembly and manufacture of goods on premises may be permitted as part of an office use if: <ol style="list-style-type: none"> The ancillary assembled or manufactured goods are subordinate to and dependent on this office use; and The outward appearance and impacts of this office use with ancillary assembly and manufacturing activities must be no different from other office uses.
.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.	<ol style="list-style-type: none"> The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> May only treat small animals on the subject property. Outside runs and other outside facilities for the animals are not permitted. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the D.R. and building permit applications. A veterinary office is not permitted if the subject property contains dwelling units.

Section 50.12	 USE  REGULATIONS	DIRECTIONS: FIRST, read down to find use...THEN, across for 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							
.085	Residential Suites	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	A	See Spec. Reg. 1.	1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60. 2. The required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County: <ol style="list-style-type: none"> a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars. b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements: <ol style="list-style-type: none"> 1) Charge for on-site parking, unbundled from the rent, for tenants who have cars. 2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars. 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City. 6) At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.12

Zone
CBD-1A,
1B

USE ZONE CHART

Section 50.12		DIRECTIONS: FIRST, read down to find use...THEN, across for 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										
.085	Residential Suites (continued)											<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>7) Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.</p> <p>8) Acknowledgement by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.</p> <p>c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.</p> <p>3. All residential suites and all required parking within a project shall be under common ownership and management.</p> <p>4. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 Star certified, LEED Gold certified, or Living Building Challenge certified.</p> <p>5. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.</p>

Section 50.12



USE ZONE CHART

Section 50.12		DIRECTIONS: FIRST, read down to find use...THEN, across for 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	
USE ↓ REGULATIONS ↑			Front	Side	Rear								
.090	School, Day-Care Center or Mini School or Day-Care Center	D.R., Chapter 142 KZC.	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	B	See KZC 50.60 and 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 	
.100	Assisted Living Facility								A	1.7 per independent unit. 1 per assisted living unit. See KZC 50.60.			<ol style="list-style-type: none"> 1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: <ol style="list-style-type: none"> a. One parking stall shall be provided for each bed.
.110	Public Utility, Government Facility, or Community Facility								D See Special Reg. 1.	B			See KZC 50.60 and 105.25.
.120	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.											

(Revised 9/13)

Design Guidelines for Pedestrian Oriented Business Districts

In addition to the standard guidelines contained in the *Design Guidelines for Pedestrian-Oriented Business Districts*, the following list summarizes some of the key guidelines or regulations which apply specifically to the project or project area.

Special considerations for Downtown Kirkland

- Most of the business core of Kirkland is already developed with fairly narrow sidewalks. New development should provide sidewalks at the recommended width. Providing wider sidewalks throughout downtown is a long-term endeavor.
- Retail frontages in the Central Business District should have a 15' story height to ensure diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront detailing is necessary to provide a visual connection between pedestrian and retail activity.
- A strong street tree planting scheme is especially important in downtown because of the variety of scale and architecture encouraged in private development. Major entries into Kirkland, especially along Central Way, Kirkland Avenue, Lake Street, and Market Street, should be unified by a strong street tree program.
- Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The *Downtown Plan* calls for limiting the number of vehicle curb cuts.
- Because land is limited in Downtown Kirkland, efficient and compact parking lot configurations are a top priority. Parking lots in the periphery of the core area that accommodate about 100 vehicles (approximately 3/4 to 1 acre) should be articulated with landscaped berms.
- Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.
- Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.
- Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.
- The Downtown Plan's mandate for high-quality development should also be reflected in sign design.
- No internally lit plastic-faced or can signs should be permitted.
- All signs in the downtown should be pedestrian-oriented. Master-planned sites such as Parkplace may also include signs oriented to automobile traffic for the whole complex.