



**CITY OF KIRKLAND**  
**Planning and Community Development Department**  
**123 Fifth Avenue, Kirkland, WA 98033**  
**425.587-3225 - [www.kirklandwa.gov](http://www.kirklandwa.gov)**

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**MEMORANDUM**

**To:** Design Review Board  
**From:** Tony Leavitt, Associate Planner  
**Date:** June 25, 2015  
**File No.:** DRV15-00998  
**Subject:** PARK LANE MIXED USE PROJECT  
CONCEPTUAL DESIGN CONFERENCE

**I. MEETING GOALS**

At the July 6, 2015 Design Review Board (DRB) meeting, the DRB should review the concept design for the Park Lane Mixed Use project. At the meeting, the DRB should determine:

- A. How the design guidelines affect or pertain to the proposed development.
- B. Determine which guidelines apply to the proposed development.
- C. Determine what other application materials are needed for the Design Response Conference.

**II. PREVIOUS MEETING SUMMARY**

At the June 1<sup>st</sup> Design Review Board Meeting, the applicant presented a design proposal as part of the Conceptual Design Conference. After deliberation, the DRB requested that the applicant return to a future meeting for an additional Conceptual Design Conference. The DRB requested that the applicant provide the following items as part of the revised CDC submittal:

- 3 conceptual designs with greater variation. The DRB felt that the 3 original concepts were too similar and requested revised concepts.
- The revised concepts need to look at the relationship between the corners of the building on Park Lane at Main and 3<sup>rd</sup> Streets.
- Articulation of the Park Lane façade to reduce the scale of the building and look into increasing the second level terraces.
- Explore location of residential lobby and its relationship to the public plaza.
- Examine increasing the retail frontage along Main and 3<sup>rd</sup> Streets.

**III. BACKGROUND INFORMATION**

The subject property is located at 151 3<sup>rd</sup> Street (see Attachment 1). The applicant is proposing to construct a new mixed-use project that would consist of ground floor retail tenant space and residential lobby space with 4 floors of residential units above. Parking is proposed within a ground floor and below-grade parking structure. The exact number of residential units, parking, and the size of retail space is unknown at this time due to the conceptual nature of the project at this design review phase. The applicant has

provided a program description and general project information which includes several building massing options (see Attachment 2). **The applicant's preferred building massing option** from the prior meeting is shown as Concept Design 1. Based on additional design analysis and DRB direction, **the applicant's preferred building massing option is** shown as Concept Design 3 in Attachment 2. Whereas the prior preferred concept would have required a reduction of the upper story setback requirements for the CBD 1B Zone in exchange for additional pedestrian space, the current preferred option does not require any upper story setback reductions..

#### **IV. SITE**

The subject property currently contains a vacant building (most recently used as an antique mall) and parking lot (currently being used as a public pay lot). The site is relatively flat with minimal elevation changes. The property has street frontage along 3<sup>rd</sup> Street to the east, Park Lane to the north, Main Street to the west and a public alley to south. 3<sup>rd</sup> Street, Park Lane, and Main Street are designated as *Pedestrian Oriented Streets*.

The following list summarizes the zoning designation, uses, and allowed heights of properties adjacent to the subject property:

- North:* CBD 1B. Mixed Retail Uses. Maximum height is 55'.
- East:* Park. Peter Kirk Park and the Downtown Transit Center.
- South:* CBD 1A. Hotel, Retail and Bank Uses. Maximum height is 45'.
- West:* CBD 1A. **Retail Uses. Maximum height is 45'.**

Additional photographs prepared by the applicant that show the surrounding properties are contained in Attachment 2.

#### **V. KEY ZONING REGULATIONS**

Zoning regulations for uses in CBD 1B are found in the use-zone chart (see Attachment 3). The following regulations are important to point out as they form the basis of any new development on the site.

- A. Permitted Uses: Permitted uses in this zone include, but are not limited to retail, restaurants, office, and stacked dwelling units. Office and residential uses may not be located on the ground floor of a structure unless there is an intervening retail use.

*Staff Comment: The applicant is proposing ground floor retail and a residential lobby. The DRB has the authority to allow residential lobbies on the ground floor subject to specific design guidelines. The upper stories will consist of only residential uses. The majority of the parking for the project is proposed in a below-grade parking structure.*

- B. Upper Story Setbacks: Along Third and Main Street, within 40 feet of these right-of-ways, all stories above the second story shall maintain an average setback of 10 from the property line. Along Park Lane, within 40 feet of the right-of-way all stories above the second story shall maintain an average setback of at least 20 feet from the property line.

*Staff Comment: The applicant's preferred design concept no longer requires a reduction of the upper story setback through the provision of public open space. The applicant will be required to demonstrate compliance with the upper story setbacks as part of their Design Response Conference and building permit applications.*

- C. Height: CBD 1B allows a maximum height of 55 feet measured above each abutting right-of-way (the alley in this case is not included). In addition, KZC Section 50.62.2 requires that the minimum **ground floor height is 15'** for retail, restaurant, and other ground floor uses.

Within CBD 1B, the height of rooftop appurtenances and related screening shall not exceed the maximum applicable height limitation beyond the height exceptions established in subsections KZC 50.62.3a and b. In addition, the appurtenances and screening shall be integrated into the design of the parapet or peaked roof form. The height of rooftop appurtenances and the height of related screening may not be modified through KZC 115.120.

*Staff Comment: The applicant will need submit height calculations with the Design Response Conference application. Staff will review the project for compliance with the City's height regulations during the Design Response phase.*

- D. Parking: Retail uses must provide one parking space for each 350 square feet of gross floor area. Restaurant uses must provide one parking space for each 125 square feet of gross floor area. Residential uses must provide a minimum of one (1) parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two (2) guest parking stalls provided per development.

*Staff Comment: Staff has not yet evaluated the proposed project for compliance with the City's parking regulations.*

- E. Sidewalks: 3rd Street, Park Lane, and Main Street are designated as Pedestrian Oriented Streets. KZC Section 50.05.4 requires a minimum 12 foot wide sidewalk with an average width of 13 feet along the entire frontage of the subject property. The final sidewalk configuration shall be approved through the design review process.

## **VI. PEDESTRIAN ORIENTED DESIGN GUIDELINES**

In addition to the standard guidelines contained in the *Design Guidelines for Pedestrian-Oriented Business Districts*, the list in Attachment 4 summarizes some of the key guidelines or regulations which apply specifically to the project or project area. The following is a list of key design issues and/or design techniques that should be addressed with this project.

- Pedestrian-oriented space and plazas
- Blank wall treatment
- Vertical and horizontal definition
- Architectural scale
- Horizontal modulation
- Change in roofline
- Human scale
- Building material, color, and detail
- Signage

*See adopted Design Guidelines for Pedestrian-Oriented Business Districts for complete text and explanations.*

## **VII. CONTEXT**

The context or setting in which the proposed development will be located is important in determining the appropriate design regulations that would apply. The following are several questions that are geared towards identifying the physical environment around and on the subject property. These questions will help supplement the discussion on the key design guidelines appropriate for the proposed project.

### **A. How does the site relate to its surroundings?**

The applicant and Design Review Board should discuss the physical and built environment on and around the subject property. Topics include height of neighboring structures, topography, and landscaping.

### **B. What are the Opportunities and Constraints of the Site and Vicinity given the following topics?**

- Streetscape
- Urban Form
- Activities and Uses in the area
- Pedestrian Patterns and Environment
- Character of Adjacent Buildings
- Landscaping/Open Space

## **VIII. DISCUSSION ISSUES**

The role of the DRB at the Conceptual Design Conference is to help determine how the design guidelines found in the Pedestrian-Oriented Design Guidelines apply to the proposed development. The following sections and questions below are representative of the City's design guidelines. These questions are to be used as a tool to help identify how design guidelines would apply to the proposed project.

### **A. Scale**

1. What are the key vantages of the project?
2. Identify appropriate mitigation techniques for building massing of the proposed buildings. Possible techniques include vertical and horizontal modulation, corner treatment, and roof forms. The applicant has provided several massing schemes including a preferred option (Design 3) for the DRB's review and comment (see Attachment 2).

### **B. Pedestrian Access**

1. How does the proposed massing and location of structures relate or respond to the pedestrian environment?
2. What are opportunities for pedestrian oriented spaces at the street level (plazas, outdoor dining)?
3. What are the key pedestrian connections?
4. How would the project engage pedestrians?

### **C. Open Space and Landscaping**

What are opportunities for landscaping and/or open space on the subject property?

**IX. ITEMS REQUIRED FOR DESIGN RESPONSE CONFERENCE**

At the June 1st meeting, the DRB requested the following items from the applicant as part of the design review application:

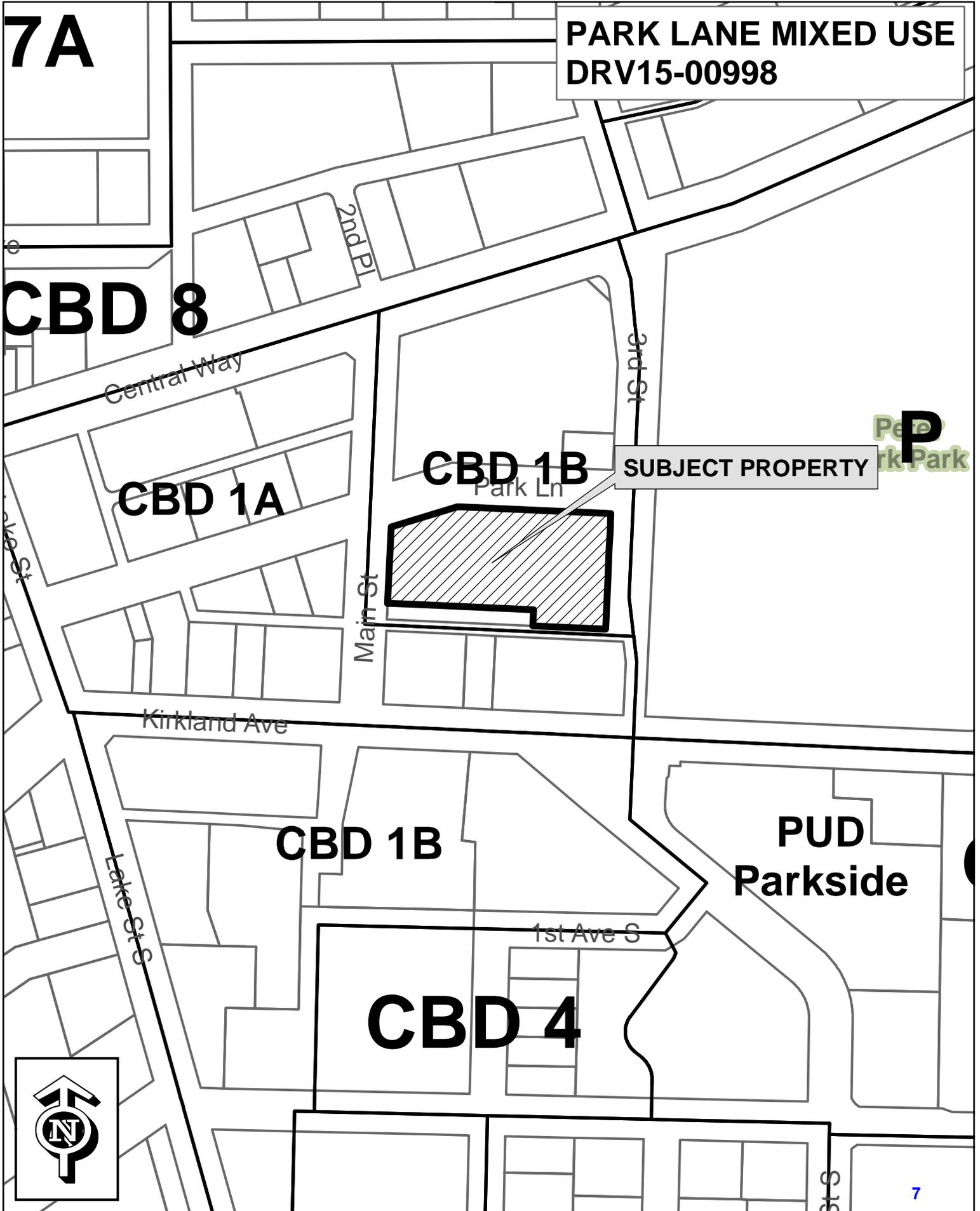
- Elevations showing the treatment of the southwest corner including the alley façade including additional openings.
- A sun study that shows the sun exposure of around the structure.
- Detailed plans for the plazas including hardscape materials, landscaping and the sculpture design.
- A model showing the views and upper story step backs. If applicable, an analysis of any upper story setback modifications will be needed.
- Perspective drawings from any upper story terraces.
- Balcony details including the use of varying styles and materials.
- Additional structure cross sections that include the right-of-ways.

The Design Review Board shall determine what additional models, drawings, perspectives, 3-D CAD/Sketchup model, or other application materials the applicant will need to submit with the design review application.

**X. ATTACHMENTS**

1. Vicinity Map
2. **Applicant's Proposal**
3. CBD 1B Use Zone Chart
4. Design Guidelines – Special Considerations for Downtown Kirkland





**PARK LANE MIXED USE  
DRV15-00998**

**SUBJECT PROPERTY**

**P**  
Pe...  
rk Park



# Conceptual Design Conference II

## Park Lane Mixed-Use

### Design Proposal Packet

A Proposed Mixed-Use Residential Development  
for Kirkland Main Street, LP





## PROJECT INFORMATION

SITE ADDRESS: 151 3rd Street  
Kirkland, WA 98033

PARCEL #: 1244500330

LOT AREA: 41,994 SF

ZONING: CBD 1B, Commercial

LOT COVERAGE: 100%

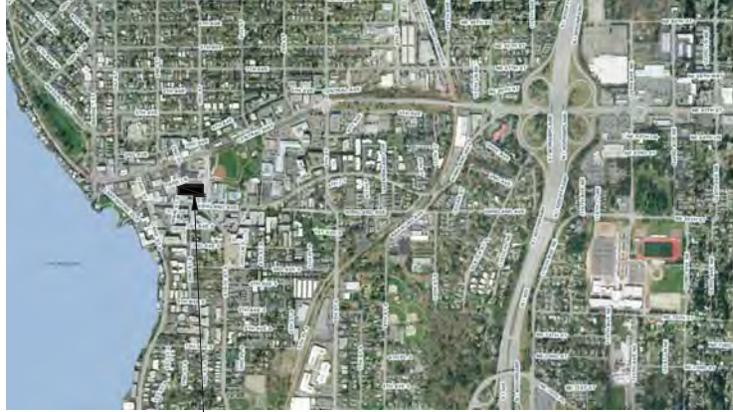
SUBJECT TO:  
Pedestrian Oriented Business District Guidelines

SETBACKS: NONE AT GRADE

UPPER STORY (all floors above the second floor):

- MAIN STREET: 10' AVERAGE
- 3rd STREET: 10' AVERAGE
- PARK LANE: 20' AVERAGE

BLDG. MAX. HEIGHT: 55'



PROJECT SITE VICINITY MAP

## SHEET INDEX

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| 20. CONCEPT 2 - MASSING           |   |

## PROJECT CONTACTS

**DEVELOPER:**  
Kirkland Main Street, LP  
600 108th Ave NE, Suite 1010  
Bellevue, WA 98004  
Phone: 206.233.6184  
Contact: Ed Segat

**SURVEYOR & CIVIL:**  
Pace  
11255 Kirkland Way, Suite 300  
Kirkland, WA 98033  
Phone: 425.827.2014  
Contact: John Weed, P.E.

**ARCHITECT:**  
Johnson Braund, Inc.  
15200 52nd Avenue S, Suite 300  
Seattle, WA 98188  
Phone: 206.766.8300  
Contact: Mark Stine, Architect

**LANDSCAPE ARCHITECT:**  
The LA Studio, LLC  
15200 52nd Avenue S, Suite 210  
Seattle, WA 98188  
Phone: 206.204.0507  
Contact: Roby Snow, PLA, LEED AP

## BIRD'S EYE VIEW



PROJECT SITE

## LEGAL DESCRIPTION

THAT PORTION OF GOVERNMENT LOT 5, SECTION 5, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, INKING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE MEANDER CORNER BETWEEN SECTIONS 5 AND 8, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON;  
THENCE NORTH 89°39'00" EAST 760.00 FEET;  
THENCE NORTH 00°21'00" WEST 146.00 FEET TO THE INTERSECTION OF THE NORTHERLY LINE OF THE ALLEY AND THE WESTERLY LINE OF 3RD STREET AS SAID LINES WERE ESTABLISHED BY DEED TO THE CITY OF KIRKLAND, RECORDED UNDER RECORDING NUMBER 3883807, AND THE TRUE POINT OF BEGINNING;  
THENCE SOUTH 89°39'00" WEST ALONG THE NORTHERLY LINE OF SAID ALLEY 100.00 FEET;  
THENCE NORTH 00°21'00" WEST 22.00 FEET;  
THENCE SOUTH 89°39'00" WEST PARALLEL WITH THE NORTHERLY LINE OF SAID ALLEY 200.68 FEET TO THE EASTERLY LINE OF 2ND STREET;  
THENCE NORTH 00°21'00" WEST ALONG SAID EASTERLY LINE 105.13 FEET TO THE SOUTHEASTERLY LINE OF 1ST AVENUE AS CONVEYED TO THE CITY OF KIRKLAND BY SAID DEED;  
THENCE NORTH 70°04'15" EAST ALONG SAID SOUTHEASTERLY LINE 95.52 FEET;  
THENCE NORTH 89°39'00" EAST 210.986 FEET TO THE WESTERLY LINE OF SAID 3RD STREET;  
THENCE SOUTH 00°21'00" EAST ALONG SAID WESTERLY LINE 160.00 FEET TO THE TRUE POINT OF BEGINNING;  
(BEING KNOWN AS A PORTION OF BLOCK 106 OF BURKE & FARRAR'S KIRKLAND BUSINESS CENTER DIVISION NO. 26, ACCORDING TO THE UNRECORDED PLAT THEREOF).

## DEVELOPMENT VISION / GOALS

- Create a mixed use residential community that becomes an integral part of the urban fabric of downtown Kirkland.
- Through proper planning, develop viable and sustainable retail spaces, which in turn will lead to an active and engaged pedestrian environment.
- Provide features that create human scale at the street level and will encourage an active street frontage.
- Develop an appropriate building massing so as to continue a similar scale as recent successful projects in the downtown core.
- Promote a superior built environment for downtown Kirkland through use of high quality materials such as masonry, fiber cement siding and metal canopies.
- Enhance the Park Lane pedestrian experience by way of including a public plaza which is to feature a water element, artist sculpture and public seating.



VIBRANT / ACTIVE PEDESTRIAN-ORIENTED DESIGN

## DESIGN GUIDELINES - DOWNTOWN KIRKLAND GOALS

- Promote a sense of community identity by emphasizing Kirkland's natural assets, maintaining its human scale, and encouraging activities that make downtown the cultural, civic, and commercial heart of the community.
- Maintain a high-quality environment by ensuring that new construction and site development meet high standards.
- Orient to the pedestrian by providing weather protection, amenities, human scale elements, and activities that attract people to downtown.
- Increase a sense of continuity and order by coordinating site orientation, building scale, and streetscape elements of new development to better fit with neighboring buildings.
- Incorporate parks and natural features by establishing an integrated network of trails, parks, and open spaces and maintaining existing trees and incorporating landscaping into new development.
- Allow for diversity and growth through flexible guidelines that are adaptable to a variety of conditions and do not restrict new development.





KIRKLAND CENTRAL KIRKLAND, WA



BALLARD PLACE BALLARD, WA



THE GATSBY SEATTLE, WA



MONTEBELLO KIRKLAND, WA



ASPEN CREEK KIRKLAND, WA



KIRKLAND CENTRAL KIRKLAND, WA



VILLAS KIRKLAND, WA



4th & CENTRAL, KIRKLAND, WA

PARK LANE MIXED USE - CONCEPT DESIGN CONFERENCE II  
KIRKLAND, WA

  
**JOHNSON BRAUND** INC.  
15200 52nd Ave. South  
Suite 300  
Seattle, WA 98188  
Phone 206.766.8300  
[www.johnsonbraund.com](http://www.johnsonbraund.com)

CONTINENTAL PROPERTIES PROJECTS

DATE: 6/24/2015

3



CP PROJECT - BALLARD PLACE BALLARD, WA



OREGON 42 W. SEATTLE, WA



LINDEN PLACE SEATTLE, WA



LINDEN PLACE SEATTLE, WA



CP PROJECT - VIK CONDOMINIUMS BALLARD, WA



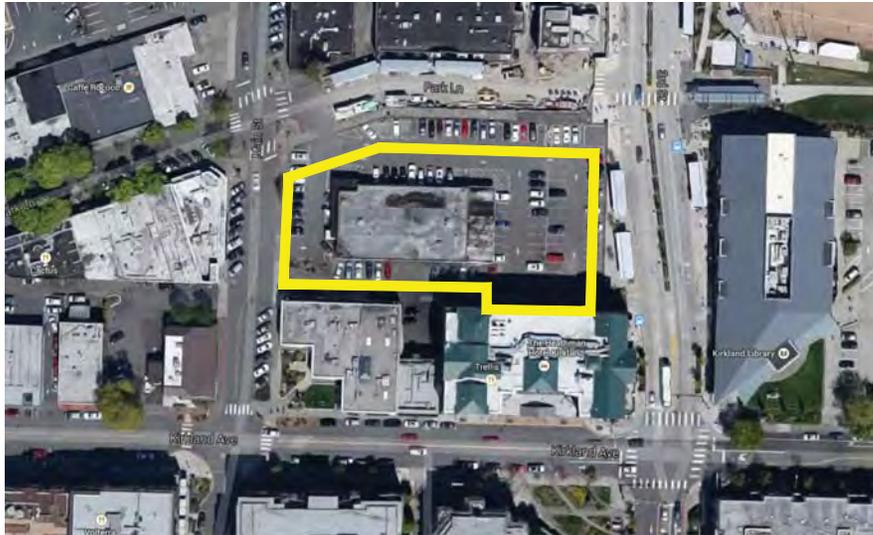
CP PROJECT - KIRKLAND CENTRAL KIRKLAND, WA

PARK LANE MIXED USE - CONCEPT DESIGN CONFERENCE II  
KIRKLAND, WA

  
**JOHNSON BRAUND** INC.  
15200 52nd Ave. South  
Suite 300  
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JOHNSON BRAUND PROJECTS

DATE: 6/24/2015



**SITE AERIAL MAP**



**PROJECT SITE KIRKLAND ZONING MAP**

**EXISTING SITE**

The site is located on the south side of Park Lane between 3rd Street and Main Street. The site is 41,994 SF of contiguous land with an existing single story retail building and parking. The building is currently vacant. The parking is being used as a pay lot.

**ZONING**

The site is zoned CBD 1B

**NEIGHBORHOOD**

This site is located in the Kirkland Central Business District within walking distance and immediate vicinity of many of Kirkland's public amenities, restaurants and shops.

This site is directly adjacent to the transit station on 3rd Street. Peter Kirk Park and the Kirkland Library and public pool are to the east across 3rd Street. This is in a highly pedestrian oriented area. Park Lane which fronts the north boundary of the site is currently being redeveloped as a pedestrian oriented street. To the north are commercial buildings and Central Way. To the south are multi-story mixed-use residential buildings and the Heathman Hotel. To the west are numerous restaurants and shops.

Marina Park on Lake Washington is two blocks to the west providing lake access and marine oriented public amenities.

**SOIL CONDITIONS**

The site is in an area of high water table and sandy soils. Due to the nature of this combination of conditions the cost of excavation goes up exponentially with increased depth. Our proposal is to limit the depth and area of excavation as much as possible while still meeting the design review guidelines, zoning requirements and development objectives of the overall project.

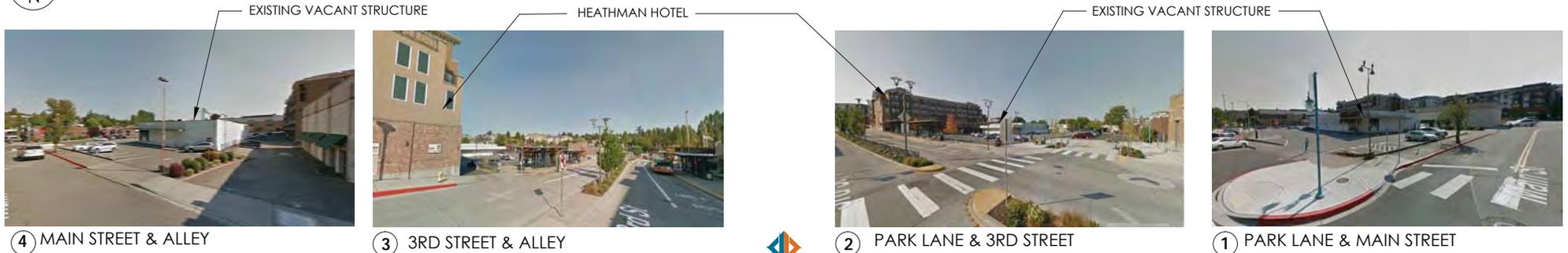
**ZONING CODE**

**SECTION 50.10.5 - UPPER STORY SETBACKS:**

- 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.
  - 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.
- (THIS REDUCTION ONLY PROPOSED FOR "CONCEPT 1 - THE KEY" SCHEME)**
- g. The Design Review Board is authorized to allow rooftop garden structures within the setback area.



**CONTEXT MAP**



**PARK LANE MIXED USE - CONCEPT DESIGN CONFERENCE II**  
KIRKLAND, WA

**JOHNSON BRAUND INC.**  
15200 52nd Ave. South  
Suite 300  
Seattle, WA 98188  
Phone 206.766.8300  
www.johnsonbraund.com

**SITE CONTEXT**  
DATE: 6/24/2015 **6**

**EXISTING CONDITIONS**

The existing site contains a vacant one story retail building with surface parking on three sides. The only current use of the site is as a pay parking lot. There is no significant vegetation on the site.

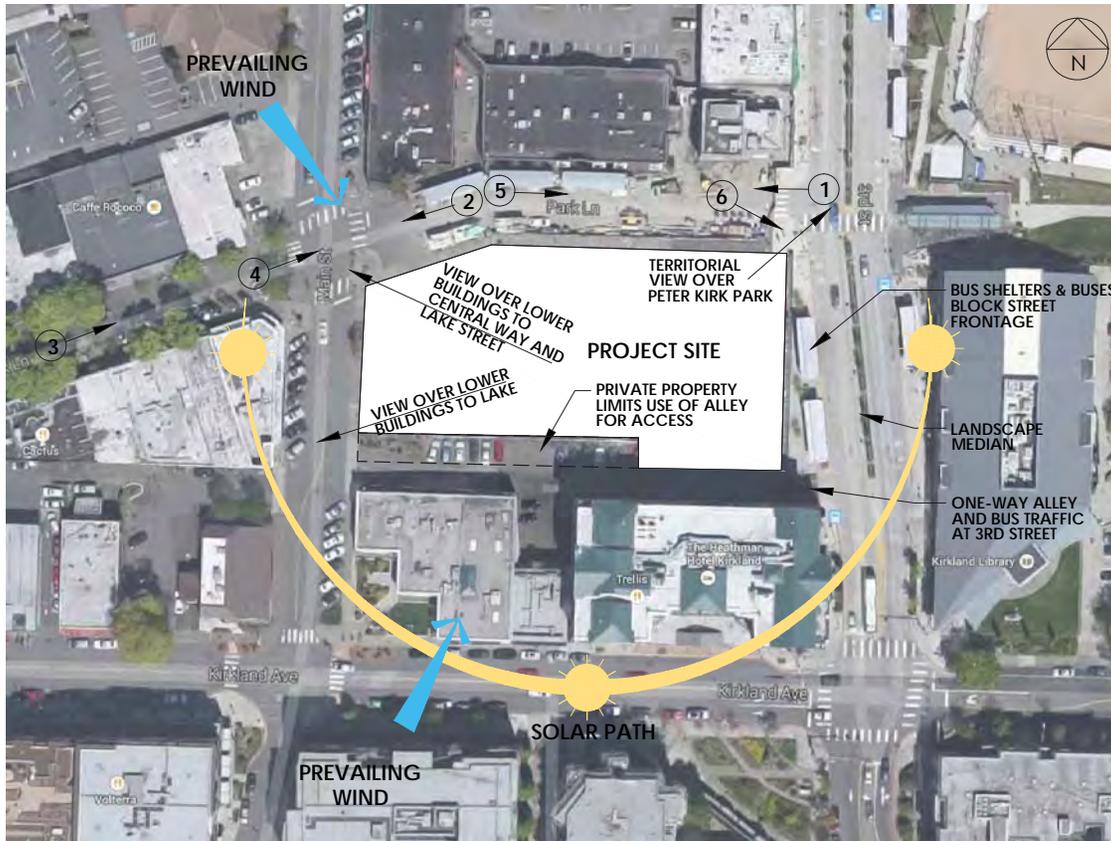
The site is primarily flat but with a slight increase in elevation along Main Street and 3rd Street at the southwest and southeast property corners.

The property fronts along Main Street to the west, Park Lane to the north and 3rd Street to the east. The southern property boundary abuts a 22' wide private lot under separate ownership for the westerly 200' of the subject property. This separate lot abuts a 16' wide alley to the south. The remaining 100' of the subject property abuts the 16' wide alley and is directly across from the north face of the Heathman Hotel.

Park Lane is currently being redeveloped as a pedestrian friendly street with the ability to close the street to vehicle traffic during special events and provide storm water management to better protect Lake Washington from runoff.

Existing uses in the immediate vicinity include; the Kirkland Transit Center, Kirkland Library and Peter Kirk Park to the east, The Heathman Hotel and residential mixed use to the south, commercial, retail and dining establishments to the south, west and north.

The existing structures to the north and west are primarily one and two story. The existing structures to the south are generally four to six levels high.



**SITE**



⑥ PARK LANE & LIBRARY



⑤ PARK LANE MID BLOCK OF SITE



④ PARK LANE AT MAIN STREET



③ PARK LANE WEST OF SITE

**VIEW OPPORTUNITIES**

To the north, west and southwest in the immediate vicinity there are primarily one and two story structures. These low structures allow views from the upper floors in these directions including Lake Washington to the west and southwest.

To the northeast is Peter Kirk Park which provides territorial views from the upper floors overlooking the park.

To the east is the Kirkland Library which is low enough to allow view from the upper two floors looking east to the park and southeast towards Kirkland Avenue.

The Heathman hotel is directly across the alley to the south along the east half of the property line. It is similar in height to the proposed project, blocking views from the portion of the site.

The 22' wide strip of property that abuts the southern property line limits the ability to provide openings and views due to the need for fire walls and/or fire separation to that separate property.

**SITE ACCESS**

The Kirkland transit center on 3rd Street abuts the site to the east. There is heavy bus traffic along this street in both directions. 3rd Street is also a north, south collector street for other vehicular traffic beyond the immediate vicinity to the Central Business District.

Park Lane, when complete, will provide a pedestrian focused link from the park, library and transit center to the shops and restaurants to the west in the Central Business District as well as Marina Park along Lake Washington.

The alley is only wide enough for one way traffic which would result in any additional alley traffic either turning in front of buses to enter the alley or exiting the alley onto 3rd where waiting buses will block the view of oncoming traffic.

**ENVIRONMENT**

The project has street frontage facing west, north and east. Solar access is along the alley side of the site and in the afternoon along Main Street and morning along 3rd Street.

Prevailing winds are from the NW and S-SW.



① PARK LANE FROM 3rd STREET



② PARK LANE TOWARDS MAIN STREET



ALLEY EAST END OF ALLEY AT HOTEL and 3rd STREET



ALLEY ALONG HOTEL FACADE



LOOKING WEST DOWN ALLEY TOWARDS MAIN ST.



3rd STREET TRANSIT CENTER ALONG EAST PROPERTY LINE



TRANSIT CENTER AT 3rd STREET



APPROACHING TRANSIT CENTER FROM NORTH



MAIN STREET APPROACHING SITE FROM NORTH



APPROACHING FROM SOUTH



CENTRAL WAY 3RD STREET INTERSECTION



MERRILL GARDENS, ONE BLOCK SOUTH OF SITE



THE 101, ONE BLOCK SOUTHWEST OF SITE



BANK OF AMERICA PLAZA



THE HEATHMAN HOTEL, SOUTH FACADE



THE HEATHMAN HOTEL, NORTH FACADE FACING SITE



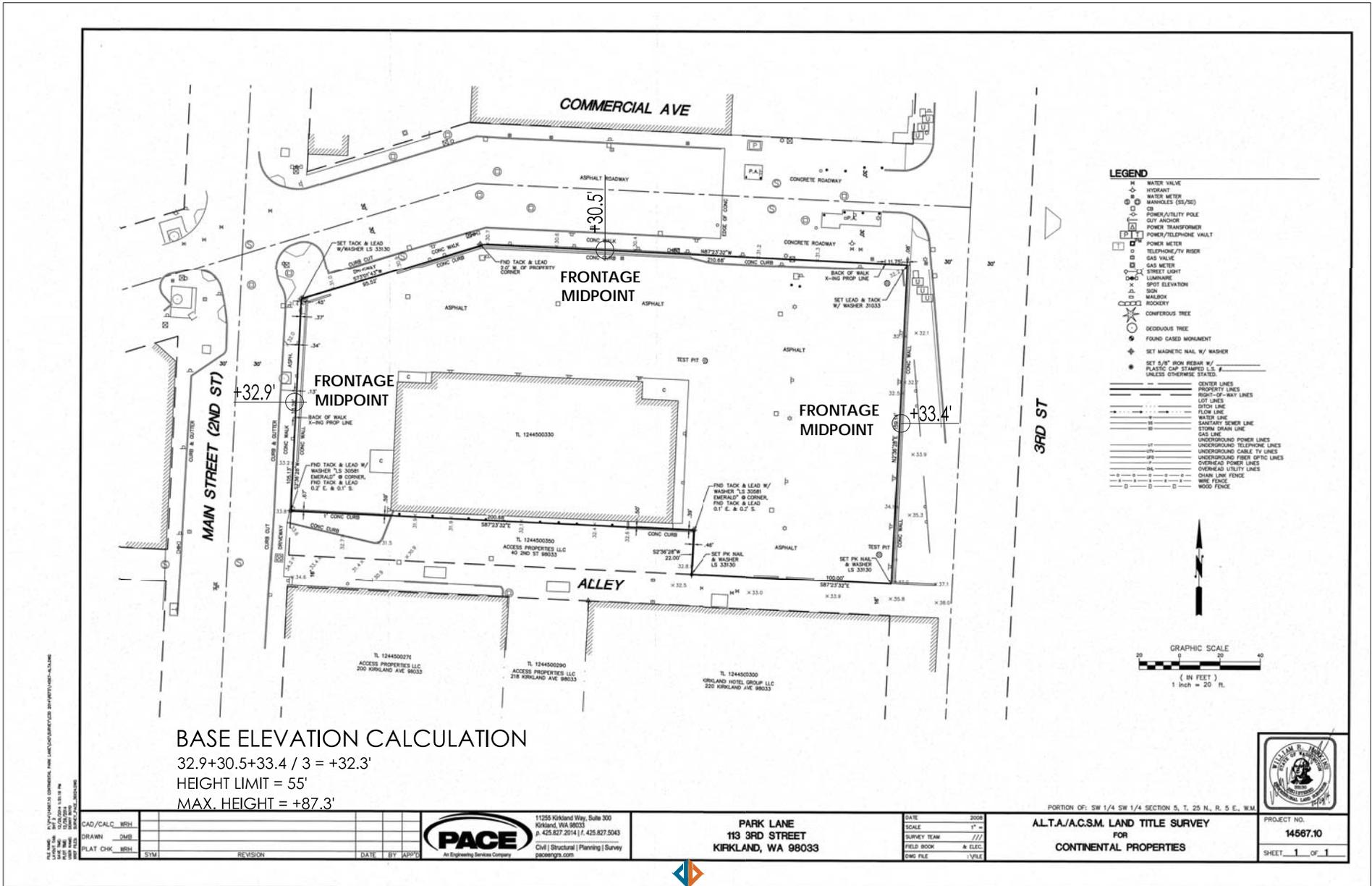
KIRKLAND CENTRAL, ONE BLOCK SOUTH OF SITE



KIRKLAND CENTRAL, ONE BLOCK SOUTH OF SITE

## DESIGN CUES

- Similarly sized buildings 4 to 5 stories
- Scale reduced with vertical modulation; varied heights, parapet and cornice treatments
- Scale reduced with horizontal modulation and upper story setbacks; 1-2 story base at street, top floor step backs
- Upper level uses overlooking the street; terraces and balconies
- High quality materials/ Varied textures and colors



**BASE ELEVATION CALCULATION**

$32.9 + 30.5 + 33.4 / 3 = +32.3'$

HEIGHT LIMIT = 55'

MAX. HEIGHT = +87.3'

FILE NAME: T:\PROJECTS\15118\15118.DWG  
 DRAWN: JMB  
 CHECKED: JMB  
 DATE: 6/24/2015 11:18 AM  
 PLOT DATE: 6/24/2015 11:18 AM  
 PLOT BY: JMB

| CAD/CALC_BKH | DATE | BY | APPV |
|--------------|------|----|------|
|              |      |    |      |
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**PACE**  
An Engineering Services Company

11255 Kirkland Way, Suite 300  
Kirkland, WA 98033  
p. 425.827.2014 | f. 425.827.5043  
Civil | Structural | Planning | Survey  
paceengr.com

**PARK LANE**  
113 3RD STREET  
KIRKLAND, WA 98033

|             |        |
|-------------|--------|
| DATE        | 2009   |
| SCALE       | 1" =   |
| SURVEY TEAM | ///    |
| FIELD BOOK  | & ELEC |
| DWG FILE    | \FILE  |

PORTION OF: SW 1/4 SW 1/4 SECTION 5, T. 25 N., R. 5 E., W.M.

**ALTA./A.C.S.M. LAND TITLE SURVEY**  
FOR  
**CONTINENTAL PROPERTIES**

PROJECT NO.  
**14567.10**

SHEET **1** OF **1**



ZONING ENVELOPE - SW VIEW



ZONING ENVELOPE - NE STREETSCAPE



ZONING ENVELOPE - NE VIEW

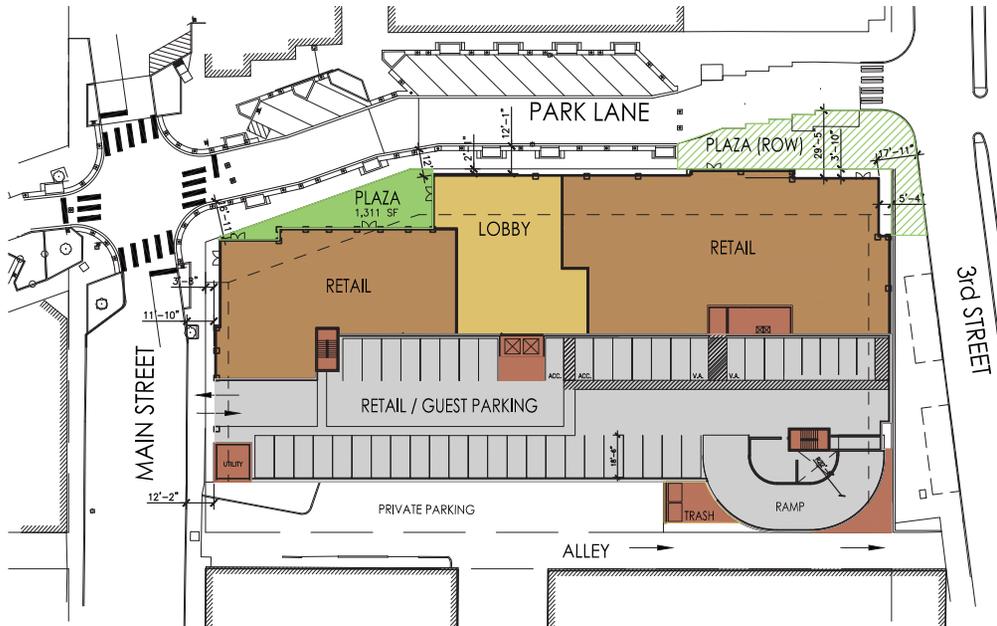


ZONING ENVELOPE - NW VIEW

# CONCEPT DESIGN 1: THE 'KEY'

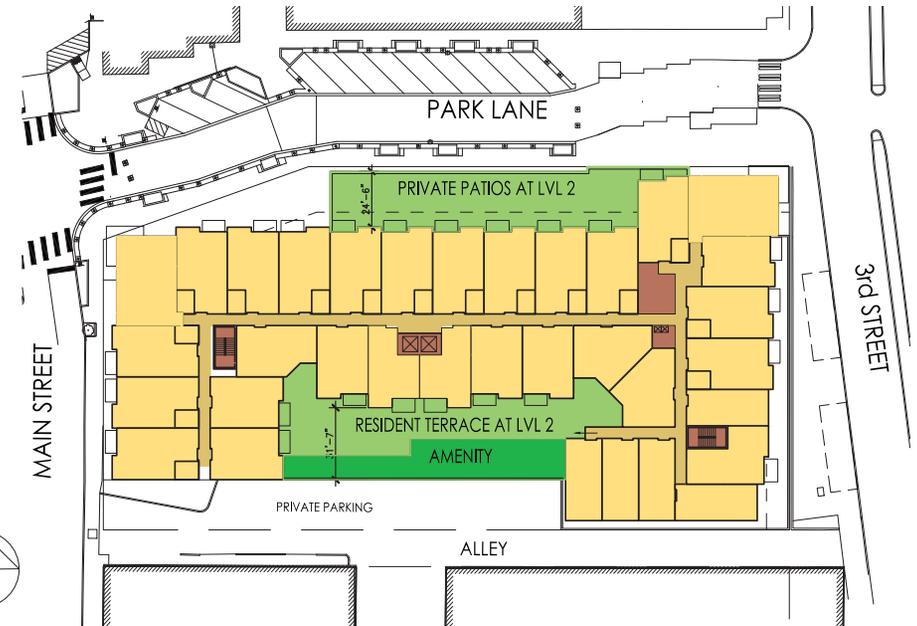
THIS SCHEME WAS PREVIOUSLY NOTED AS THE "PREFERRED" SCHEME IN FIRST CDC SUBMITTAL. IT IS INCLUDED HERE AS A BASELINE FOR REQUESTED MODIFICATIONS / ADDITIONAL SCHEMES.

- "Key" shaped upper floor footprint with building massing pushed out to the corners to strengthen presence at the major intersections of 3rd Street/Park Lane and Main Street/Park Lane. Building corners are extended to the ground to emphasize the connection to the commercial uses.
- Open space plaza provided to allow for reduced upper level setbacks.



GROUND FLOOR PLAN

- Large, flexible ground floor retail spaces located at Main Street, Park Lane and 3rd Street.
- Open space plaza located at primary pedestrian hub at Main Street & Park Lane (Upper Level Setback reduction request). Plaza located near the major pedestrian activity / connections to the west.
- Residential lobby located centrally & adjacent to plaza to activate the open space throughout the day.
- Parking located on the main floor on the alley side with access from Main Street. All required parking contained in at-grade and 2 levels of below-grade parking structure.
- Parking located behind retail frontage. Parking screened from 3rd street w/ display windows, art features.



FLOOR 2 - TYPICAL RESIDENTIAL FLOOR

- Residential units w/ double loaded corridor configuration in "key shape."
- Maximize the number of units facing/overlooking Park Lane, Main & 3rd streets.
- Level two terrace open space provided overlooking Park Lane - private residential.
- Level two south facing courtyard includes both private terraces and residential amenity space. Amenity space located for morning solar access.

# CONCEPT DESIGN 1: THE 'KEY'

VIEW OF NORTHWEST CORNER



**① OPEN SPACE**

- Plaza at pedestrian activity hub of Main Street and Park Lane on private property
- Plaza at Transit Center at 3rd Street and Park Lane on public ROW

**② BUILDING MODULATION**

- Vertical - varied parapet heights
- Horizontal - upper level step backs at Main St. & Park Lane intersection

**③ PEDESTRIAN ORIENTED ENVIRONMENT**

- Retail uses along all street frontages
- Wide sidewalks / active open space
- Pedestrian canopies / furnishings
- Maximize Commercial Glazing / Transparency

**④ UPPER STORY ACTIVITIES OVERLOOKING STREET**

- Residential Amenity Terrace on alley - south exposure
- Private Terraces on Park Lane
- Variety of Balconies and Decks

## CONCEPT DESIGN 1: THE 'KEY'



### VIEW OF SOUTHWEST CORNER

- Prominent corner element at intersection of Park Lane & Main St.
- Upper level step back on Main Street and west end of Park Lane provides an appropriate 3-story pedestrian scale
- Large south facing residential amenity courtyard

### VIEW OF NORTHEAST CORNER

- Prominent corner element at intersection of Park Lane & 3rd St.
- Corner setback on 3rd to widen existing plaza ROW
- Large north facing residential terraces along Park Lane



# CONCEPT DESIGN 1: THE 'KEY'

## VIEW FROM PARK AND 3RD STREET

- Prominent corner element at intersection of Park Lane & 3rd Street
- Commercial corner anchors existing pedestrian plaza in ROW



## VIEW FROM PARK AND MAIN STREET

- Prominent corner element at intersection of Park Lane & Main Street
- Open space plaza at intersection of Park Lane and Main Street provides pedestrian connection to activity hub to the west



## ADVANTAGES

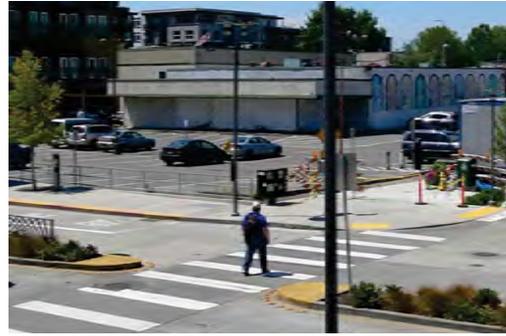
- Strong building corner massing at both prominent intersections.
- Building corners engage the street level uses and provide a visual anchor for the structure
- Upper level step back on Main Street and west end of Park Lane provides an appropriate 3-story pedestrian scale
- Maximizes the number of units overlooking Park Lane

## CHALLENGES As reviewed in previous CDC meeting

- Long building facade on Park Lane, Lack of variation / repetitive facade (DRB)
- "Abrupt" edge to Plaza at proposed residential Lobby (DRB)
- Lack of activity on terrace overlooking Park Lane & Plaza
- Lack of upper level step backs on Park Lane & 3rd Street (DRB)
- Blank walls at Alley/Main Street (DRB)
- Review impact of prominent corners on adjacent sites. (DRB)
- Requires DRB approval of open space trade-off for upper level setback reduction



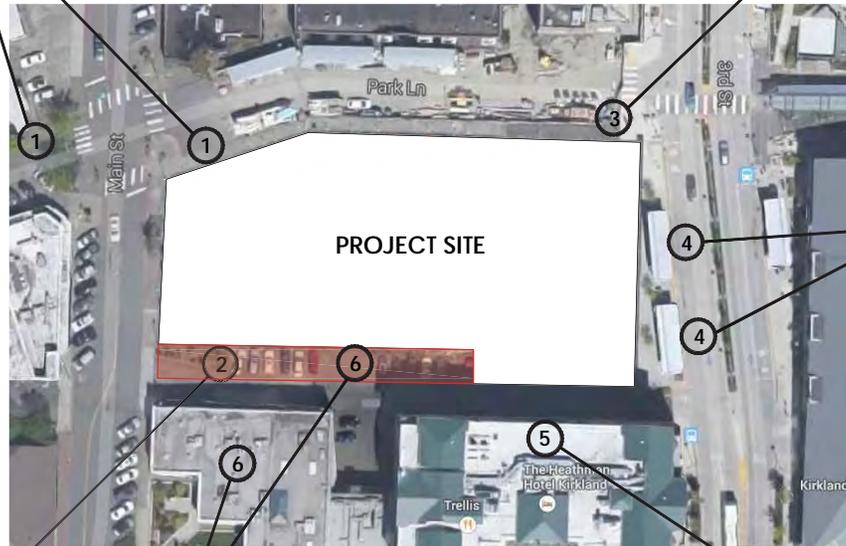
① **ACTIVITY HUB WEST OF SITE ON PARK LANE**  
Proposed project to draw from and enhance pedestrian activity located to the west



③ **PARK AND 3RD CORNER**  
existing large paved area provides plaza space at the corner of the proposed development



② **22 FT. WIDE PRIVATE PROPERTY**  
located between the alley and the proposed development limits opportunities for glazing and outlook



⑥ **POTENTIAL FUTURE DEVELOPMENT**  
located across the alley to the south could block outlook and sun exposure of the proposed development.



④ **TRANSIT CENTER**  
generates noise and fumes from heavy bus and vehicular traffic along 3rd Street, blocks visibility of building facade.



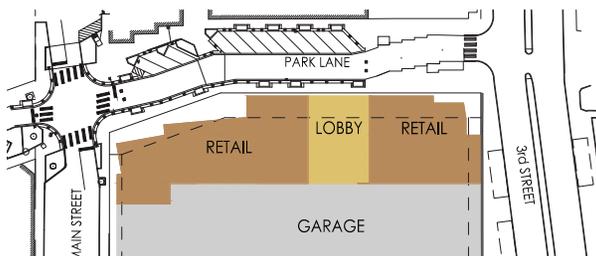
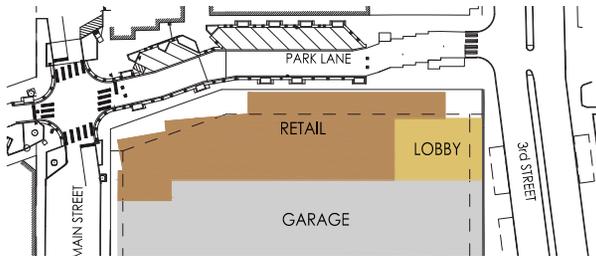
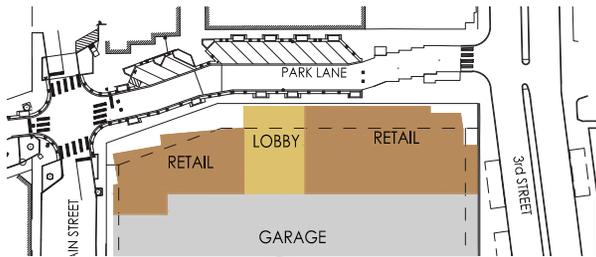
⑤ **ADJACENT HOTEL WINDOW OVERLOOK**  
limits outlook and privacy to and from proposed project

## LOBBY / RETAIL LOCATION

### DESIGN GUIDELINE:

Special Consideration for non-retail lobbies in Central Business District 1A & 1B

"Lobbies for residential, hotel, and office uses may be allowed within the required retail storefront space provided that the street frontage of the lobby is limited relative to the property's overall retail frontage and that the storefront design of the lobby provides continuity to the retail character of the site and the overall street.



### ASSUMPTIONS / GOALS:

- The corner of Main and Park is prime for retail frontage.
- Encourage the residents of the project to actively use Park Lane and the surrounding shops and restaurants.
- The corner of Park and 3rd is also prime retail frontage. Draws from Park Lane, library, transit center and pedestrian connections.

### LOBBY LOCATION #1 - PREFERRED:

- Located mid block allows retail to fully occupy the corners
- Location at plaza activates the open space with use by the residents
- Outlook to the west draws residents towards shops and restaurants and provides evening daylighting during the summer months.

### LOBBY LOCATION #2:

- Located along 3rd street maximizes retail frontage along Park Lane
- Eliminates desired retail on 3rd Street
- Residents are not a part of the activity on Park Lane
- Mid block retail is not as visible as corners.
- Bus shelters limit visibility of the entry and do not provide a welcoming approach to the building
- Bus noise and exhaust is not pedestrian friendly

### LOBBY LOCATION #3:

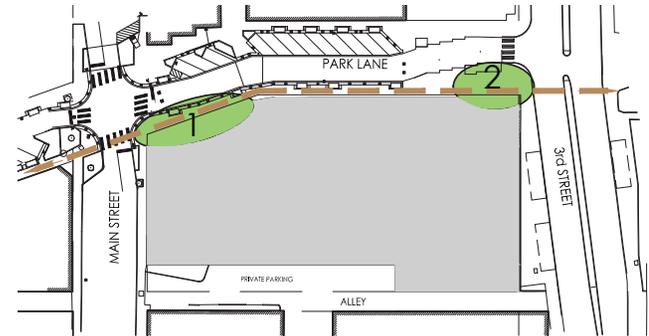
- Lobby located mid block allows retail to occupy the corners
- Lobby entry parallel to the street does not present itself to the activity along Park Lane
- The lobby does not take advantage of places to gather at the open space
- Limits flexibility of retail space lease up

## OPEN SPACE / PLAZA LOCATION

### DESIGN GUIDELINE:

#### Pedestrian - Oriented Plazas

"Successful pedestrian-oriented plazas are generally located in sunny areas along well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety."



### 1. OPEN SPACE AT PARK AND MAIN STREET:

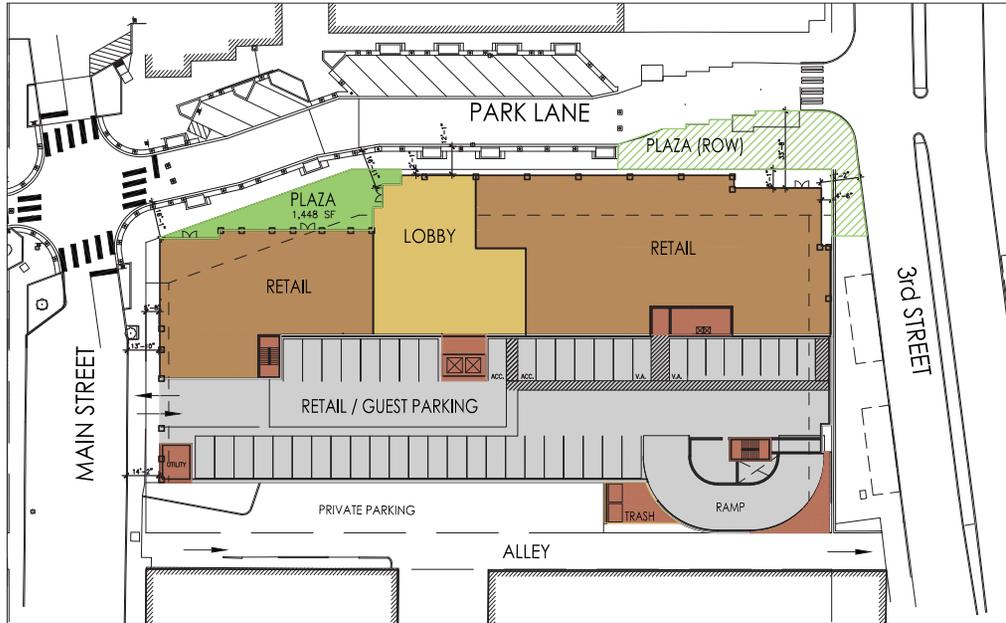
- Current street configuration provides usable open space at the corner that is easily enhanced.
- Oriented towards existing shops and restaurants along park lane
- Traffic along main is primarily local and light
- Along major pedestrian corridor
- Western exposure provides evening solar access during summer months

### 2. OPEN SPACE AT PARK AND 3RD STREET:

- Current street configuration already provides a large open space at park and 3rd
- Along a major pedestrian connector
- Bus noise and exhaust is not conducive to pedestrians gathering in the space
- Heavy traffic along 3rd street is also not conducive to pedestrians gathering

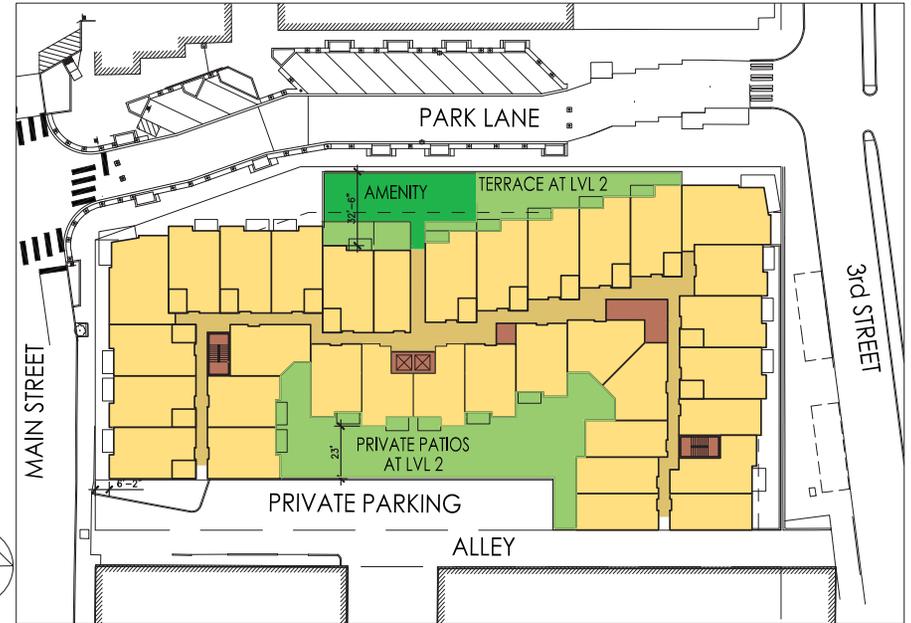
## CONCEPT DESIGN 2: THE 'M'

- "M" shaped upper floor footprint with the length of the Park Lane facade massing pushed to the south to create a large level 2 terrace overlooking Park Lane & open space plaza. Residential amenity located on NW corner of terrace.
- Upper level step backs are provided on all 3 frontages. Open space trade-off for reduced setbacks in NOT required.
- Open space plaza not required, but provided as a key element for pedestrian connections & activities along Park Lane.



GROUND FLOOR PLAN

- Large, flexible ground floor retail spaces located at Main Street, Park Lane and 3rd Street.
- Open space plaza located at primary pedestrian hub at Main Street & Park Lane. Plaza located near the major pedestrian activity / connections to the west.
- Residential lobby located centrally & adjacent to plaza to activate the open space all day.
- Corner massing pulled back at 3rd / park intersection to enhance the existing ROW plaza.
- Parking located on the main floor on the alley side with access from Main Street. All required parking contained in at-grade and 2 levels of below-grade parking structure.
- Parking located behind retail frontage. Parking screened from 3rd street w/ display windows, art features.



FLOOR 2 - TYPICAL RESIDENTIAL FLOOR

- Residential units w/ double loaded corridor configuration in "M" shape.
- Length of Park Lane facade pushed to the south to allow for large amenity terrace overlooking street and plaza. Amenity area located for afternoon/evening solar access.
- Reduced terrace at south / alley side. Private residential patios.
- Upper level step backs provided at all street frontages.

# CONCEPT DESIGN 2: THE 'M'

VIEW OF NORTHWEST CORNER



**① OPEN SPACE**

- Plaza at pedestrian activity hub of Main Street and Park Lane on private property
- Plaza at Transit Center at 3rd Street and Park Lane on public ROW

**② BUILDING MODULATION**

- Vertical - varied parapet heights
- Horizontal - upper level step backs at Main St. & Park Lane intersection

**③ PEDESTRIAN ORIENTED ENVIRONMENT**

- Retail uses along all street frontages
- Wide sidewalks / active open space
- Pedestrian canopies / furnishings
- Maximize Commercial Glazing / Transparency

**④ UPPER STORY ACTIVITIES OVERLOOKING STREET**

- Residential Amenity Terrace on alley - south exposure
- Private Terraces on Park Lane
- Variety of Balconies and Decks

## CONCEPT DESIGN 2: THE 'M'



### VIEW OF SOUTHWEST CORNER

- Corner element reduced in scale at intersection of Park Lane & Main Street
- Upper level step back on Main Street and west end of Park Lane provides an appropriate 3-story pedestrian scale
- South facing residential courtyard - private terraces

### VIEW OF NORTHEAST CORNER

- Corner element reduced in scale at intersection of Park Lane & 3rd Street
- Corner setback on 3rd to widen existing plaza ROW
- Large north facing residential terraces along Park Lane
- Active amenity terrace overlooking Park Lane



## CONCEPT DESIGN 2: THE 'M'

### VIEW FROM PARK AND 3RD STREET

- Reduced corner element at intersection of Park Lane & 3rd Street
- Commercial corner anchors existing pedestrian plaza in ROW
- Upper level step backs on 3rd. street



### VIEW FROM PARK AND MAIN STREET

- Reduced corner element at intersection of Park Lane & Main Street
- Open space plaza at intersection of Park Lane and Main Street provides pedestrian connection to activity hub to the west



### ADVANTAGES

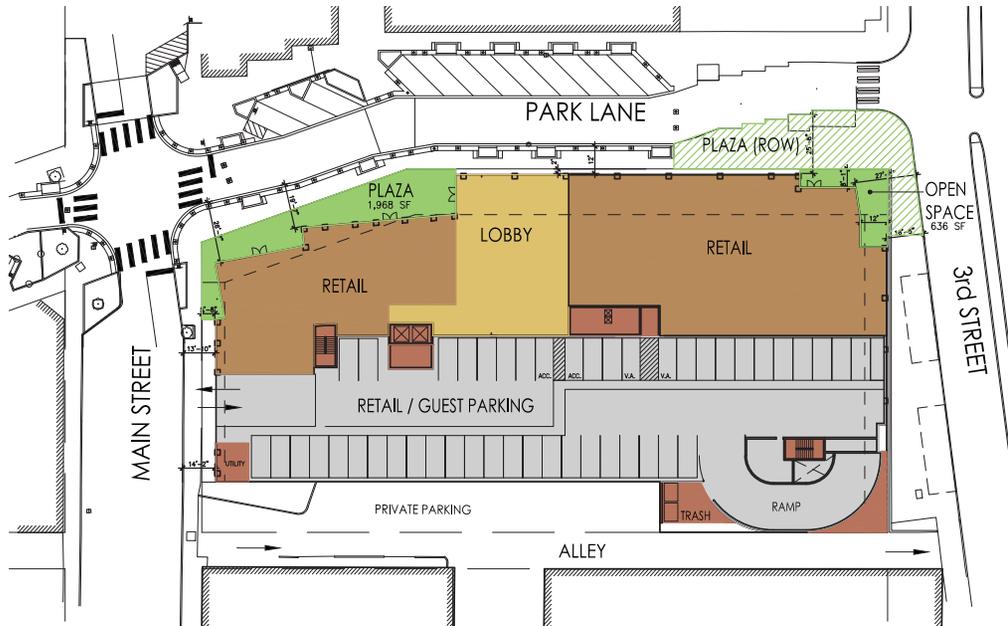
- Varied building massing / modulation - horizontal & vertical.
- Length of Park Lane facade is reduced by stepping the building back.
- Step back at park Lane creates a large level two residential amenity / activity space that overlooks Park Lane and Plaza.
- Upper level step backs on all street frontages reduces the overall scale of the building for a better neighborhood fit.
- More open space provided at Plaza.

### CHALLENGES

- Apparent length of Park Lane facade could be reduced by providing more variation / modulation.
- Corners reduce solar access to proposed street level open spaces.

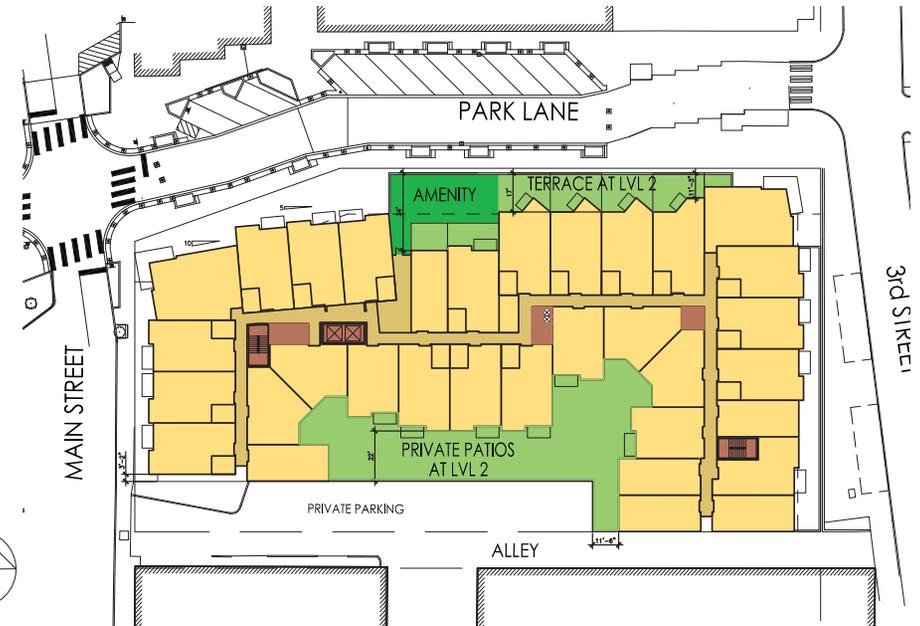
## CONCEPT DESIGN 3: 'MULTI-BUILDING' - PREFERRED SCHEME

- Building massing is modulated to create a look and feel of "multiple buildings." Angled facades, deep and varied modulation treatments help to reduce the overall apparent scale of building.
- Upper level step backs are provided on all 3 frontages. Open space trade-off for reduced setbacks in NOT required.
- Open space plaza not required, but provided as a key element for pedestrian connections & activities along Park Lane.



GROUND FLOOR PLAN

- Large, flexible ground floor retail spaces located at Main Street, Park Lane and 3rd Street.
- Larger open space plaza located at primary pedestrian hub at Main Street & Park Lane. Plaza located near the major pedestrian activity / connections to the west.
- Residential lobby located centrally & adjacent to plaza to activate the open space all day.
- Corner massing pulled back more at 3rd / Park intersection to enhance the existing ROW plaza.
- Parking located on the main floor on the alley side with access from Main Street. All required parking contained in at-grade and 2 levels of below-grade parking structure.
- Parking located behind retail frontage. Parking screened from 3rd street w/ display windows, art features.



FLOOR 2 - TYPICAL RESIDENTIAL FLOOR

- Residential units w/ double loaded corridor configuration with deep and varied modulation. Corners pulled back, angled, reduced in scale.
- Angled facade on Park & Main, provides solar access to Plaza.
- Large amenity terrace overlooking street and plaza. Amenity area located for afternoon/evening solar access.
- Reduced terrace at south / alley side. Private residential patios.
- Upper level step backs provided at all street frontages.
- Residential levels setback from private property to allow windows on facade facing South across alley.

# CONCEPT DESIGN 3: 'MULTI-BUILDING' - PREFERRED SCHEME



**① OPEN SPACE**

- Plaza at pedestrian activity hub of Main Street and Park Lane on private property
- Plaza at Transit Center at 3rd Street and Park Lane on public ROW

**② BUILDING MODULATION**

- Vertical - varied parapet heights
- Horizontal - upper level step backs at Main St. & Park Lane intersection

**③ PEDESTRIAN ORIENTED ENVIRONMENT**

- Retail uses along all street frontages
- Wide sidewalks / active open space
- Pedestrian canopies / furnishings
- Maximize Commercial Glazing / Transparency

**④ UPPER STORY ACTIVITIES OVERLOOKING STREET**

- Residential Amenity Terrace on alley - south exposure
- Private Terraces on Park Lane
- Variety of Balconies and Decks

# CONCEPT DESIGN 3: 'MULTI-BUILDING' - PREFERRED SCHEME



## VIEW OF SOUTHWEST CORNER

- Corner element reduced in scale at intersection of Park Lane & Main Street
- Angled corner opens up to plaza - solar access.
- Upper level step back on Main Street and west end of Park Lane provides an appropriate 3-story pedestrian scale
- South facing residential courtyard - private terraces

## VIEW OF NORTHEAST CORNER

- Varied modulation along Park Lane to create distinct parts for "multiple building" concept
- Corner element reduced in scale at intersection of Park Lane & 3rd Street
- Deep corner setback on 3rd to widen existing plaza ROW
- Large north facing residential terraces along Park Lane
- Active amenity terrace overlooking Park Lane
- Display space for art and retail along facade behind bus shelters similar to storefront treatment.



## CONCEPT DESIGN 3: 'MULTI-BUILDING'

### VIEW FROM PARK AND 3RD STREET

- Reduced corner element at intersection of Park Lane & 3rd Street
- Deep recess and commercial corner anchors existing pedestrian plaza in ROW
- Upper level step backs on 3rd. street



### VIEW FROM PARK AND MAIN STREET

- Angled corner facade at intersection of Park Lane & Main Street
- Open space plaza at intersection of Park Lane and Main Street provides pedestrian connection to activity hub to the west



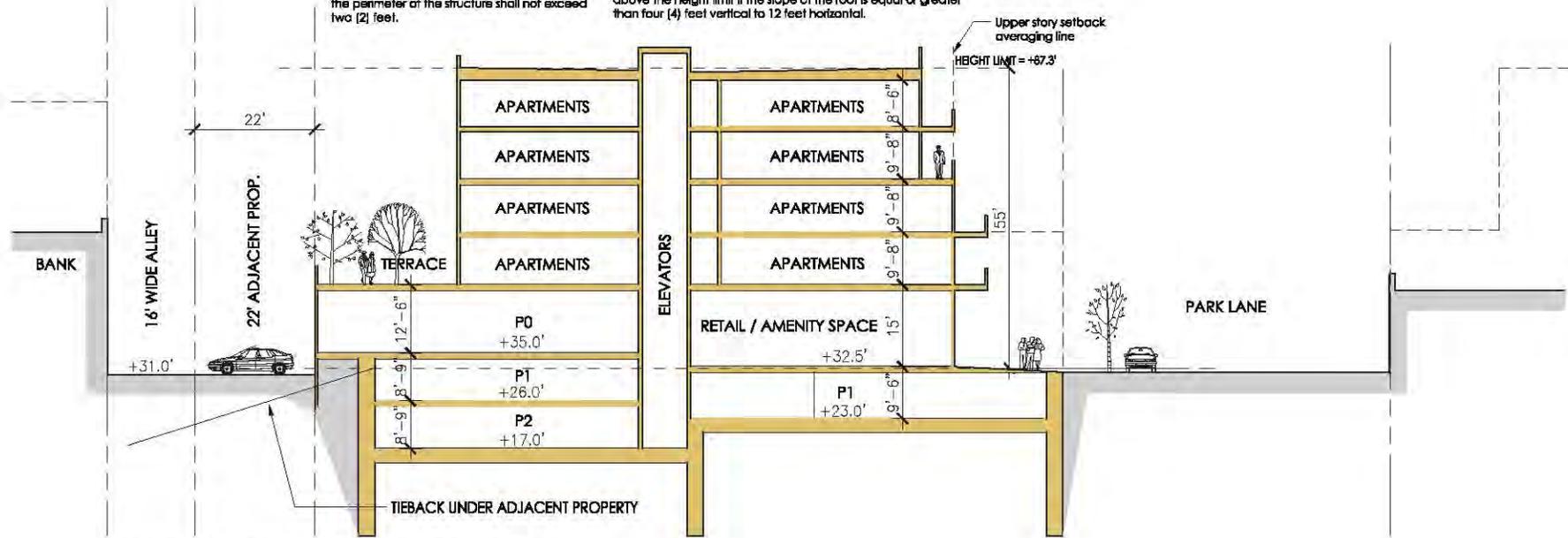
### ADVANTAGES

- Deep horizontal and varied vertical modulation creates distinct building facades
- Building appears to be a series of smaller connected buildings
- Building is a better in neighborhood context
- Angled facades soften the building's presence to the street and open the frontage to the west portion of Park Lane inviting pedestrians to the east end of the street.
- Angled building facade creates larger open space with more interest and solar access
- Larger open space at 3rd and Park, expands existing ROW plaza
- Active residential amenity terrace overlooking Park Lane.
- Fewer blank walls.

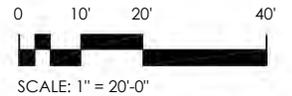
### CHALLENGES

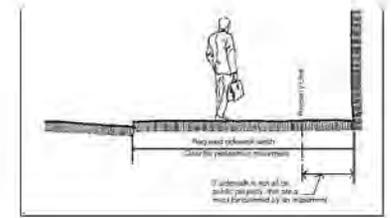
**KZC 50.62.3.A**  
 Decorative parapets may exceed the height limit by a maximum of four (4) feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two (2) feet.

**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.



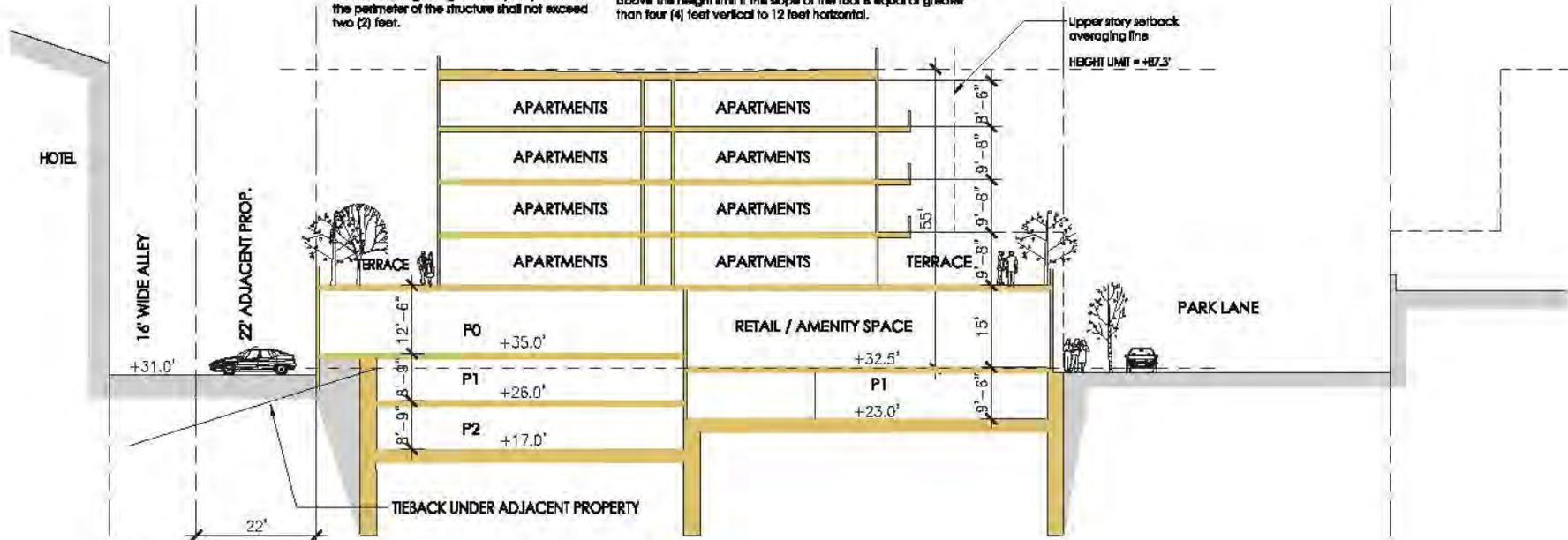
SECTION NORTH-SOUTH AT OPEN SPACE



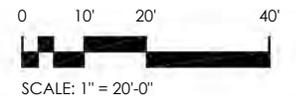


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**SECTION NORTH-SOUTH AT RESIDENTIAL TERRACE**





SCALE: 1" = 30'-0"

**PEDESTRIAN-LEVEL PLAN**

The project will provide:

- CONVENIENT PEDESTRIAN LINKS to the public sidewalk and public transportation.
- A LAYOUT THAT ENCOURAGES PEDESTRIAN INTERACTION between public (Park Lane) and private (pedestrian plaza) open space.
- USEABLE OUTDOOR PLAZA SPACE that is paved and accessible to all with seating, landscaping, art and water elements.
- MINIMUM 12-FOOT WIDE PUBLIC SIDEWALKS on three sides of the project.

**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.
- Third Street - East End of Site: This street was completed as part of the Transit Center improvements with a new and expanded sidewalk, bus shelters 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 Healthman Hotel. The space will include generous, paved, private patio spaces.
- The elevated terrace on the north side faces Park Lane. It is designed with a combination of semi-public uses and private terraces. The semi-public outdoor activity area is as large as the code will allow (with one exit) and includes a lounge area with fire pit and a separate gathering area with barbeque, seating and umbrella tables. All terrace spaces will have access to the railing to "overlook" street activities below.

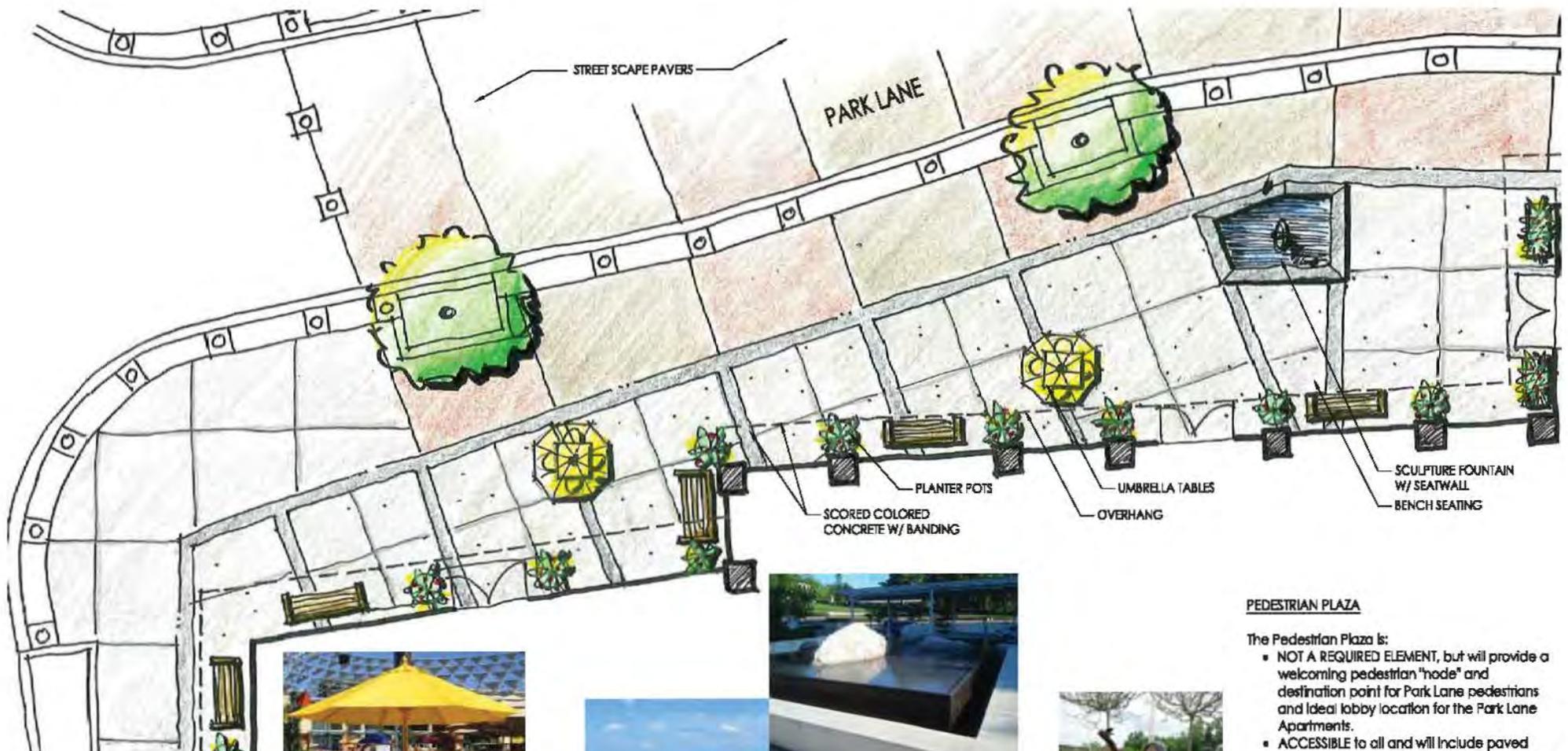
**C. Pedestrian-Oriented Plazas**

- The project will include a Pedestrian Plaza space located in a sunny exposure at the northwest corner of the building. This space will front the main residential lobby and two or three retail spaces. The paving will be a contrast to the adjacent Park Lane pavers to distinguish public and private spaces, but still encourage public access and use. The Plaza will be accessible and include seating and free-standing planters along with a special sculpture 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.






 SCALE 1/8" = 1'-0"



UMBRELLA TABLE



WATER FEATURE

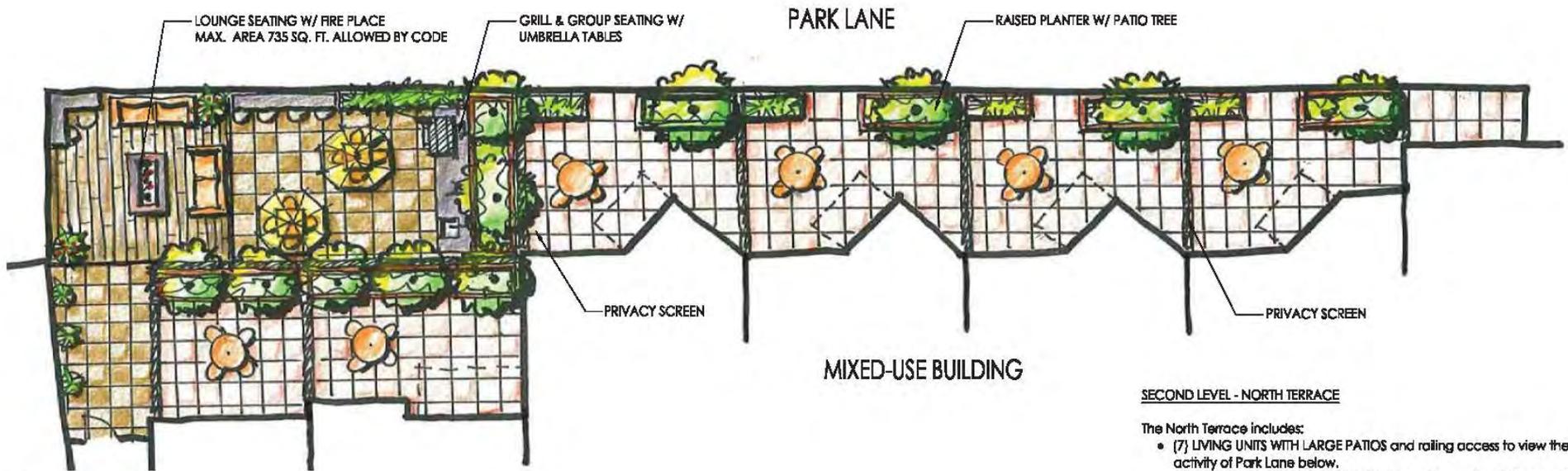


SCULPTURE

#### PEDESTRIAN PLAZA

The Pedestrian Plaza is:

- NOT A REQUIRED ELEMENT, but will provide a welcoming pedestrian "node" and destination point for Park Lane pedestrians and ideal lobby location for the Park Lane Apartments.
- ACCESSIBLE to all and will include paved open space, free-standing benches, planters and seat walls.
- NOT JUST A WIDENED PORTION OF THE SIDEWALK, it will also contain a unique water feature/bronze sculpture that pays tribute to the former owner's deceased daughter.
- DEFINED WITH A UNIQUE PAVING PATTERN that distinguishes it from the adjacent Park Lane Improvements but still encourages public access and use.



SCALE: 3/32" = 1'-0"

**SECOND LEVEL - NORTH TERRACE**

The North Terrace includes:

- (7) LIVING UNITS WITH LARGE PATIOS and railing access to view the activity of Park Lane below.
- A SEMI-PUBLIC GATHERING SPACE with seating and activity areas for the residents of the Park Lane Apartments and viewing opportunities of Park Lane below.
- RAISED PLANTERS AND PLANTING AT RAILING that can be seen from below.



ACCENT PAVERS



TERRACE PLANTING



FIREPIT AND LOUNGE SEATING



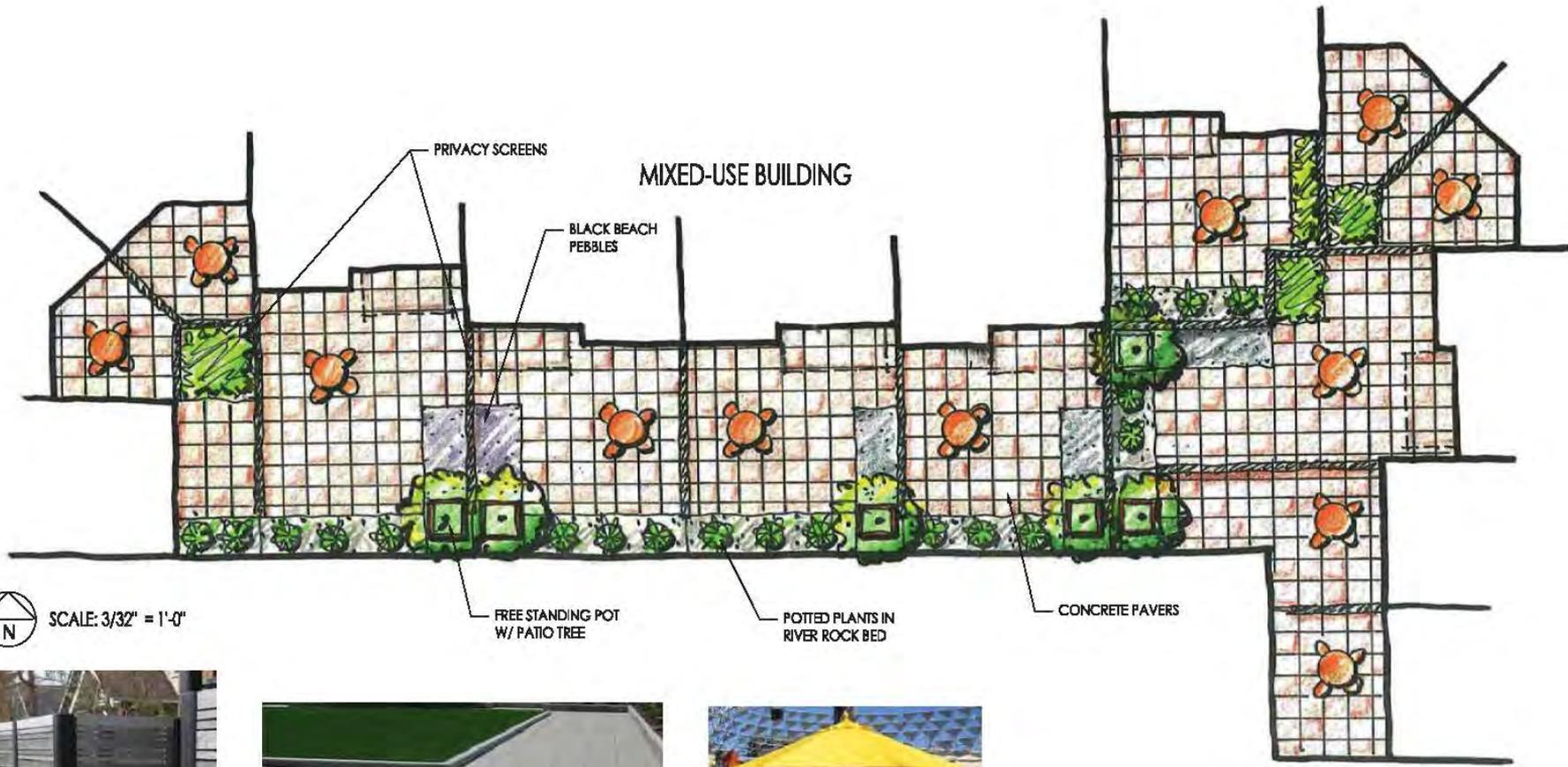
GRILL



Park Lane Mixed Use - Concept Design Conference, Kirkland, WA

SECOND LEVEL - NORTH TERRACE

DATE: 6/25/2015



SCALE: 3/32" = 1'-0"



PRIVACY SCREEN



CONCRETE PAVERS



UMBRELLA TABLE

SECOND LEVEL - SOUTH TERRACE

- The South Terrace includes:
- (13) LIVING UNITS WITH LARGE PATIOS and generally good solar exposure.
  - UNITS THAT HAVE BEEN PULLED BACK FROM THE BUILDING EDGE to increase privacy and minimize exposure to the adjacent Healthman Hotel.
  - RAISED PLANTERS AND PLANTING AT RAILING that can be seen from below and will increase privacy.



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 'GORUZAW'  
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 'OVERDAM'  
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

## CONCEPT DESIGN 3 - PREFERRED



## COMPREHENSIVE PLAN GOALS

1. Land Use: A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.
  - Concentrate retail and service businesses in the pedestrian core.
  - Encourage a substantial increase in the amount of housing either within or adjacent to the core.
2. Public Open Spaces: An important component of the pedestrian environment
  - Focal points for outdoor activity
  - Provide refuge from automobiles
  - Stimulate foot traffic / retail vitality
3. Urban Design: High Quality Pedestrian Environments
  - Developments should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of smaller buildings.
  - Reduction in massing above the second story
  - Building streetscape should contribute to a lively attractive and safe pedestrian environment: large windows, multiple entries, canopies, plazas and public amenities.
  - Enhance pedestrian routes; more interesting, functional convenient & safe.
  - Overhead weather protection to improve the quality of pedestrian walkways year round.
  - Pedestrian experience enhanced by minor public improvements: street furniture (benches, planters, fountains, sculptures, special paving, etc.)

## DESIGN GUIDELINES

### PEDESTRIAN ORIENTED ELEMENTS

- a. Sidewalk widths
- b. Pedestrian coverings
- c. Pedestrian-Friendly Building Fronts
- d. Glazing / transparency (75% facade length)
- e. Residential Lobby (limited) at retail frontage
- f. Upper-story activities overlooking the street
- g. Pedestrian oriented plazas
- h. Pedestrian connections

- i. Blank walls on street fronts / perpendicular to street fronts

### SCALE

- j. Fenestration patterns
- k. Architectural Elements: Decks, bay windows, arcade, porches, trellises, etc.
- l. Building Modulation - Vertical
- m. Building Modulation - Horizontal / Upper Story Step Backs

## CONCEPT DESIGN 3 - PREFERRED - RESPONSE TO DR BOARD DIRECTION



- Review Retail along frontage (behind entire bus shelter)**
  - Constrained by bus shelter / transit center proximity
  - Commercial broker - not viable space
  - Enhance area with storefront / display windows / art feature, plantings, etc.
- Greater Variation in Concepts**
  - Many options explored and weighed against site/development constraints
  - 3 schemes provided are "viable" schemes for BOTH public and developer benefits
- Step back corners of building**
  - Corners reduced in scale/prominence
  - Setback / angled to open up streetscape
- Articulate Park Lane Frontage to reduce scale** • "Multi-building" Concept

- Investigate semi-public terrace space at north side of building**
  - Preferred scheme locates active residential amenity terrace overlooking Park Lane and Plaza Open Space
- Residential lobby locations explored**
  - Studied impact of lobby location on retail spaces and open space adjacencies.
- Upper story step backs**
  - Upper level step backs are provided on all street facing facades at varied heights.
- Street plazas maintained as public amenity**
  - Large plaza provided on Park and Main
  - Enhances existing plaza on Park & 3rd





VIEW FROM PARK AND MAIN STREET



VIEW FROM ACROSS MAIN STREET



VIEW FROM ACROSS 3RD STREET

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<br>↓<br>REGULATIONS<br>↓  | Required Review Process | MINIMUMS |                              |      | MAXIMUMS |              | Landscaping 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%         | CBD 1A – 45' above each abutting right-of-way.<br>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:<br>a. Vehicle service stations.<br>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.<br>c. Drive-in facilities and drive-through facilities.<br>2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:<br>a. The assembled manufactured goods are directly related to and dependent upon this use, and are available for purchase and removal from the premises.<br>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 | <br>USE<br><br>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  | Lot Coverage | Height of Structure          |    |          |              |  |                             |                                       |   |   |
| .025          | Banking and Related Financial Services<br>See Spec. Reg. 2.  | D.R., Chapter 142<br>KZC  | None         | 0'                           | 0' | 0'       | 100%         | CBD 1A – 45' above each abutting right-of-way.<br>CBD 1B – 55' above each abutting right-of-way. | D                           | E                                     | One per each 350 sq. ft. of gross floor area.<br>See KZC 50.60. | 1. Drive-through facilities are permitted as an accessory use only if: <ol style="list-style-type: none"> <li>The drive-through facility is not located on a property that abuts either Park Lane or Lake Street.</li> <li>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"> <li>Was demolished to allow redevelopment of the site on which the primary use was located; and</li> <li>Will serve the same business served by the replaced facility, even if that business moves to a new location; and</li> <li>Does not result in a net increase in the number of drive-through lanes serving the primary use; and</li> </ol> </li> <li>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</li> <li>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</li> <li>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"> <li>The design of the vehicular access for any new drive-through facility is compatible with pedestrian walkways and parking access.</li> <li>Disruption of pedestrian travel and continuity of pedestrian-oriented retail is limited by minimizing the width of the facility and associated curb-cuts.</li> </ol> </li> </ol> 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<br>↓<br>REGULATIONS<br>↑                         | 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<br>KZC | None     | 0'                           | 0'   | 0'       | 100%         | CBD 1A – 45' above each abutting right-of-way.<br>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"> <li>The following uses are not permitted in this zone:                             <ol style="list-style-type: none"> <li>Vehicle service stations.</li> <li>Vehicle and/or boat sale, repair, service or rental.</li> <li>Drive-in facilities and drive-through facilities.</li> </ol> </li> <li>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.</li> </ol> |  |
| .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.                                    |
| .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.                                 |

| Section 50.12 |  USE<br> 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.<br>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.<br>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"> <li>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.</li> <li>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"> <li>1) Charge for on-site parking, unbundled from the rent, for tenants who have cars.</li> <li>2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars.</li> <li>3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges.</li> <li>4) Adequate secured and sheltered bicycle parking to meet anticipated demand.</li> <li>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.</li> <li>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.</li> </ol> </li> </ol> |

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.12



USE ZONE CHART

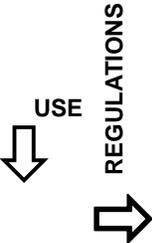
**DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS**

| Section 50.12 |                                | 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

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 |          |              |  |                             |  |  |  |   |
| .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.<br>CBD 1B – 55' above each abutting right-of-way. | D                           | B  | See KZC 50.60 and 105.25.                          | <ol style="list-style-type: none"> <li>1. A six-foot-high fence is required along all property lines adjacent to outside play areas.</li> <li>2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.</li> <li>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.</li> </ol> |   |
| .100          | Assisted Living Facility  |   |          |                              |      |          |              |  | A                           | 1.7 per independent unit.<br>1 per assisted living unit.<br>See KZC 50.60. |  |  | <ol style="list-style-type: none"> <li>1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.</li> <li>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"> <li>a. One parking stall shall be provided for each bed.</li> </ol> </li> </ol> |
| .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. |          |                              |      |          |              |  |                             |  |  |  |   |



## 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.