CHAPTER 56 – Yarrow Bay Business District (YBD) ZONES

56.05 User Guide.

The charts in KZC 56 contain the basic zoning regulations that apply in the YBD 1 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 56.08

Zone YBD 1

Section 56.08 – 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. In addition to the height exceptions established by KZC 115.60, the following exceptions to height regulations in the YBD 1 zone are established:
   a. Decorative parapets may exceed the height limit by a maximum of four feet; provided that the average height of the parapet around the perimeter of the structure shall not exceed two feet.
   b. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.

Section 56.10	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						
.010	Attached or Stacked Dwelling Units	DR, Chapter 142 KZC	None	5' See Spec.Reg. 2	0'	0'	100 %	65' above average building elevation. See Spec. Reg.11	C	E. See Spec. Reg. 15	Residential: 1.1 per unit, plus guest parking: .05 per unit. Restaurant/tavern: 1 per each 125 sq.ft. of gross floor area. Retail: 1 per each 350 sq.ft. of gross floor area. Office: 1 per each 350 sq.ft. of gross floor area. Entertainment, cultural, recreational: Chapter 105.25 See also 105.103	1. The required minimum front yard for any portion of the structure containing parking facilities shall be 10'. 2. The front setback may be reduced to 0' where retail uses or other ground floor space is designed to provide direct pedestrian access to the street and located adjacent to a pedestrian oriented street, major pedestrian pathway or adjacent to a transit facility. 3. May include one or more of the other uses allowed in this zone. 4 The following uses are prohibited: a. Drive-through facilities. b. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers 5. At least 50% of the linear frontage of the ground floor along NE 38th Place must include one or more of the following uses: Retail uses selling goods or providing services, including restaurants or taverns; Banking and Related Financial Services; School, Day-Care or Mini School or Mini Day-Care Center; Government Facility; Community Facility; and retail establishments providing entertainment, cultural and/or recreational activities. 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). 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 are allowed within this space subject to applicable design guidelines. The minimum ground floor story height for these uses shall be 13 feet. 6. Commercial uses along NE 38th Place may occupy the first two floors of a structure. Otherwise, gross floor area constructed above the ground floor must be dedicated to residential use.

												7. Any portion of a structure exceeding two stories in height above NE 38th Place may not exceed 200' in length as measured parallel to NE 38th Place, and shall be separated by at least 30 feet from any other portion of a structure exceeding two stories above NE 38th Place on the subject property. 8. At least 2,500 square feet of public open space shall be provided in conjunction with new development. The space shall be in one continuous piece, and designed to be consistent with the design guidelines for public open space on site. 9. A visible and welcoming pedestrian-oriented space must be located between the sidewalk and the building in the gateway area. 10. The upper story setback for all floors above the second story within 40' of the property line abutting NE 38th Place shall average 15'. For the purpose of this regulation, the term "setback" shall refer to the horizontal distance between the property line and any exterior wall abutting the street prior to any potential right-of-way dedication. The required upper story setbacks for all floors above the second story shall be calculated as Total Upper Story Setback Area, as shown on Plate 35. Any portion of a structure located within the gateway area, defined as the area located within a 50-foot radius from the point where the property line along NE 38th Place intersects with the Kirkland/Bellevue city boundary, shall provide, a minimum, upper story setbacks of five feet above the second story and ten feet at the fourth story. The final building façade design shall be based on the applicable design guidelines and determined through the Design Review process. 11. Building height of a structure located within the gateway area, defined as the area located within a 50-foot radius from the point where the property line along NE 38th Place intersects with the Kirkland/Bellevue city boundary, shall not exceed 55' above average building elevation. 12. A Through-Block Pathway, developed according to the standards in Section 105.19.3, must be installed to provide pedestrian access between NE 38th Place and the transit center. The final design of the pathway shall be based on the applicable design guidelines and determined through the Design Review Process. 13. Development of residential uses within the zoning district shall result in a minimum of 20 percent of total residential units being affordable with affordability levels as follows: a. For renter-occupied housing: o A minimum of 20 percent of the total residential units shall be affordable. A minimum of 10 percent of total residential units shall be affordable at no greater than 50% of median income. The remaining affordable units shall be affordable at no greater than 70% of median income Affordable rent levels will be determined using

												the same methodology used in the definition of Affordable Housing Unit in Chapter 5 KZC. b. For owner-occupied housing: o A minimum of 20 percent of total residential units shall be affordable housing units as defined in KZC Section 5.10.023.1.a. 14. The following additional regulations apply to affordable housing units included in development: a. Alternative Affordability Levels – Subject to Planning Director approval, an applicant for owner-occupied housing may propose affordability levels different from those defined in this Chapter. In approving any different affordability levels, the Director shall use ratios similar to those in Chapter KZC 112.20.3.b. b. Affordable housing provided pursuant to this section shall also comply with the following sections of Chapter 112KZC: 112.15.4 (Rounding); 112.35.2 (Affordability Agreement) c. The following provisions of Chapter 112 KZC do not apply to this zoning district: 112.20 (Basic Affordable Housing Incentives); 112.25 (Additional Affordable Housing Incentives); 112.30 (Alternative Compliance). d. Other provisions for the affordable housing units are: o The type of ownership of the affordable housing units shall be the same as the type of ownership for the rest of the housing units in the development. o The affordable housing units shall consist of a range in number of bedrooms that are comparable to units in the overall development. o The size of the affordable housing units, if smaller than the other units with the same number of bedrooms in the development, must be approved by the Planning Director. In no case shall the affordable housing units be more than 10 percent smaller than the comparable dwelling units in the development, based on number of bedrooms, or less than 500 square feet for a one-bedroom unit, 700 square feet for a two-bedroom unit, or 900 square feet for a three-bedroom unit, whichever is less. o The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the rest of the dwelling units in the development, unless the Planning Director approves a phasing plan pursuant to KMC 5.88.090. o The exterior design of the affordable housing units must be compatible and comparable with the rest of the dwelling units in the development. o The interior finish and quality of construction of the affordable housing units shall at a minimum be comparable to entry level rental or ownership housing in the City of Kirkland. e. Applicants may request an exemption from payment of road impact fees for the affordable housing units as established by

												KMC 27.04.050. f. Applicants providing affordable housing units may request an exemption from payment of park impact fees for the affordable housing units as established by KMC 27.06.050. g. Applicants providing affordable housing units are eligible for exemption from various planning, building, plumbing, mechanical and electrical permit fees for the affordable housing and moderate income units as established in KMC 5.74.070 and KMC Title 21. h. Property Tax Exemption – A property providing affordable housing units may be eligible for a property tax exemption as established in Chapter 5.88 KMC 15. Signs for a development approved under this provision must be proposed within a Master Sign Plan application (KZC 100.80) for all signs within the project. 16. Development shall be designed, built and certified to achieve or exceed the following green building standards: a. Evergreen Standard or Built Green 4 star certified for all housing units. b. For the parking garage and non-residential uses, either a LEED Silver CS (Core and Shell) certified or LEED CS checklist with a third party independent verification and inspection to meet the LEED CS Silver Standard. 17. This use must be part of a development that includes an increase in the number of parking stalls available exclusively to users of the Park and Ride facility. 18. Parking stalls to serve the use must be in addition to those provided as part of the expansion of capacity for the Park and Ride facility.
.020	Office Uses	DR, Chapter 142 KZC	None	20′	5′, but 2 side yards must equal at least 15′.	10′	70%	30′ above average building elevation.	C	D	If Medical, Dental, or Veterinary office, then one per each 200 sq. ft. of gross floor area. Otherwise, one per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. 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 development permit application. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.030	Restaurant or Tavern				10′ on each side	20′			B	E	1 per each 100 sq. ft. of gross floor area.	1. Drive-in or drive-through facilities are prohibited.

.040	Funeral Home or Mortuary				20′ on each side				C	B	1 per each 300 sq. ft. of gross floor area.	
.050	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, or Shoe Repair Shop				10′ on each side				B	E		1. May not be located above the ground floor of a structure. 2. Gross floor area cannot exceed 3,000 sq. ft.
.060	Retail Establishment providing banking or related financial service											1. May not be located above the ground floor of a structure.
.070	Church	DR, Chapter 142 KZC	None	20′	20′ on each side	20′	70%	30′ above average building elevation. See Spec. Reg. 8.	C	B	1 for every 4 people based on maximum occupant load of any area of worship. See Spec. Reg. 1.	1. No parking is required for day-care or school ancillary to the use.
.080	School or Day-Care Center			If this use can accommodate 50 or more students or children, then:					D		See KZC 105.25.	1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines as follows: a. 20 feet if this use can accommodate 50 or more students or children. b. 10 feet if this use can accommodate 13 to 49 students or children. 4. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on any nearby residential uses. 5. May include accessory living facilities for staff persons. 6. The location of parking and passenger loading areas shall be

				50′	50′ on each side	50′ If this use can accommodate 13 to 49 students or children, then:						designed to reduce impacts on any nearby residential uses. 7. These uses are subject to the requirements established by the Department of Social Health Services (WAC Title 388). 8. For school use, structure height may be increased, up to 35 feet, if: a. The school can accommodate 200 or more students; and b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan. d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements. *This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.*
.090	Mini-School or Mini-Day-Care	DR, Chapter 142 KZC	None	20′	5′, but 2 side yards must equal at least 15′.	10′	70%	30′ above average building elevation.	E	B	See KZC 105.25.	1. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines by five feet. 4. 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 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 6. May include accessory living facilities for staff persons. 7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).
.100	Convalescent Center or Nursing Home	DR, Chapter 142 KZC			10′ on each side	20′			C		1 for each bed.	

.110	Hospital Facility	DR, Chapter 142 KZC.	One Acre						B		See KZC 105.25.	
.120	Public Utility	DR, Chapter 142 KZC.	None						A			1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.130	Government Facility Community Facility								C See Spec. Reg. 1.			
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

ZONING

TABLE OF CONTENTS

This code contains zoning regulations for the Finn Hill, North Juanita, and Kingsgate annexation areas as adopted by the Kirkland City Council through Ordinance 4196. The effective date of the annexation and Ordinance 4196 zoning regulations is June 1, 2011.

Click here to view adopted ordinances that have not yet been inserted into the Zoning Code as well as pending regulations under consideration.

Zoning Code Interpretations

Chapter 1 – User Guide
Chapter 5 – Definitions
Chapter 10 – Legal Effect/Applicability
Chapter 15 – Single-Family Residential (RS) Zones
Chapter 17 – Single-Family Residential X (RSX) Zones
Chapter 18 – Single-Family Residential A (RSA) Zones
Chapter 20 – Multifamily Residential (RM and RMA) Zones
Chapter 25 – Professional Office Residential (PR) and Professional Office Residential A (PRA) Zones
Chapter 27 – Professional Office (PO) Zones
Chapter 30 – Waterfront District (WD) Zones
- WDI Zone
- WDII Zone
- WDIII Zone

Chapter 35 – Freeway Commercial (FC) Zones
- FCIII Zone

Chapter 40 – Neighborhood Business (BN) Zones and Neighborhood Business A (BNA) Zones
Chapter 45 – Community Business (BC, BC 1 and BC 2) Zones
Chapter 47 – Community Business X (BCX) Zones
Chapter 48 – Light Industrial Technology (LIT) Zones
Chapter 49 – Park/Public Use (P) Zones
Chapter 50 – Central Business District (CBD) Zones
- CBD-1A & 1B
- CBD-2
- CBD-3
- CBD-4
- CBD-5
- CBD-5A
- CBD-6
- CBD-7
- CBD-8
- 50.60 Special Parking Provisions in the CBD 1, 2, and 8 Zones
- 50.62 Building Height Provisions in the CBD

Chapter 51 – Market Street Corridor (MSC) Zones
- MSC 1, 4
- MSC 2
- MSC 3

Chapter 52 – Juanita Business District (JBD) Zones
- JBD-1
- JBD-2
- JBD-3
- JBD-4
- JBD-5

JBD-6
Chapter 53 – Rose Hill Business District (RHBD) Zones
RH 1A
RH 1B
RH 2A, 2B, 2C
RH 3
RH 4
RH 5A, 5B
RH 5C
RH 7
RH 8
Chapter 54 – North Rose Hill Business District (NRHBD) Zones
NRH-1A
NRH-1B
NRH-2
NRH-3
NRH-4
NRH-5
NRH-6
Chapter 55 – Totem Lake (TL) Zones
TL 1A
TL 1B
TL 2
TL 3A, 3B, 3C, 3D
TL 4A, 4B, 4C
TL 5
TL 6A, 6B
TL 7
TL 8
TL 9A
TL 9B
TL 10A
TL 10B
TL 10C
TL 10D
TL 10E
TL 11
Chapter 56 – Yarrow Bay Business District (YBD) Zones
YBD 1
Chapter 60 – Planned Areas (PLA)
PLA1
PLA2
PLA3
PLA5
PLA6
PLA7
PLA9
PLA14
PLA15
PLA16
PLA17
Chapter 70 – Holmes Point Overlay Zone
Chapter 72 – Adult Activities Overlay Zone
Chapter 75 – Historic Landmark Overlay Zone
Chapter 78 – Secure Community Transition Facility Overlay Zone
Chapter 80 – Equestrian Overlay Zone

Chapter 83 – Shoreline Management
Chapter 85 – Geologically Hazardous Areas
Chapter 90 – Drainage Basins
Chapter 92 – Design Regulations
Chapter 95 – Tree Management and Required Landscaping
Chapter 100 – Signs
Chapter 105 – Parking Areas, Vehicle and Pedestrian Access, and Related Improvements
Chapter 110 – Required Public Improvements
Chapter 112 – Affordable Housing Incentives – Multifamily
Chapter 113 – Cottage, Carriage and Two/Three-Unit Homes
Chapter 115 – Miscellaneous Use Development and Performance Standards
Chapter 117 – Personal Wireless Service Facilities
Chapter 120 – Variances
Chapter 125 – Planned Unit Development
Chapter 127 – Temporary Use
Chapter 130 – Rezone
Chapter 135 – Amendments to the Text of the Zoning Code
Chapter 140 – Amendments to the Comprehensive Plan
Chapter 141 – Shoreline Administration
Chapter 142 – Design Review
Chapter 145 – Process I
Chapter 150 – Process IIA
Chapter 152 – Process IIB
Chapter 160 – Process IV
Chapter 161 – Process IVA
Chapter 162 – Nonconformance
Chapter 165 – Authority
Chapter 170 – Code Administration
Chapter 175 – Bonds
Chapter 180 – Plates

Table of Revised Pages
Ordinance History Table
Ordinance Table

105.58 Location of Parking Areas Specific to Design Districts

If the subject property is located in a Design District, the applicant shall locate parking areas on the subject property according to the following requirements:

1. Location of Parking Areas in the CBD, TC (TL 1, TL 2, TL 3) Zones

   a. Parking areas shall not be located between a pedestrian-oriented street and a building unless specified in a Conceptual Master Plan in TL 2. (See Plate 34 in Chapter 180 KZC and Chapters 92 and 110 KZC for additional requirements regarding pedestrian-oriented streets).

   b. On all other streets, parking lots shall not be located between the street and the building on the subject property unless no other feasible alternative exists.

2. Location of Parking Areas in the JBD 2, ~~and the~~ NRHBD and YBD 1 Zones – Parking areas shall not be located between the street and the building unless no other feasible alternative exists on the subject property.

3. Location of Parking Areas in the MSC Zones – Parking areas in the MSC zones shall not be located between the street and the building unless the Planning Official determines that the proposed landscape design provides superior visual screening of the parking area.

4. Location of Parking Areas in Certain TLN and RHBD Zones – Parking areas and vehicular access may not occupy more than 50 percent of the street frontage in the following zones (see Figure 105.58.A):

   a. TL 4, only properties fronting on 120th Avenue NE;

   b. TL 5;

   c. TL 6A, only properties fronting on 124th Avenue NE. Auto dealers in this zone are exempt from this requirement;

   d. TL 6B, only properties fronting on NE 124th Street;

   e. TL 10E.

   Alternative configurations may be considered through the Design Review process, if the project meets the objectives of the KMC Design Guidelines for the Totem Lake Neighborhood.

   f. In the Regional Center (RH 1A, RH 2A, RH 3 and RH 5A zones west of 124th Avenue). For parcels over two acres in size, parking lots and vehicular access areas may not occupy more than 50 percent of the NE 85th Street property frontage (see Figure 105.58.A). Alternative configurations will be considered through the Design Review process, if the project meets the intent of the KMC Design Guidelines for the Rose Hill Business District.

FIGURE 105.58.A

110.52 Sidewalks and Other Public Improvements in Design Districts

1. This section contains regulations that require various sidewalks, pedestrian circulation and pedestrian-oriented improvements on or adjacent to properties located in Design Districts subject to Design Review pursuant to Chapter 142 KZC such as CBD, JBD, TLN, TC, RHBD, ~~and~~ NRHBD and YBD zones.

   The applicant must comply with the following development standards in accordance with the location and designation of the abutting right-of-way as a pedestrian-oriented street or major pedestrian sidewalk shown in Plate 34 of Chapter 180 KZC. See also Public Works Pre-Approved Plans manual for public improvements for each Design District. If the required sidewalk improvements cannot be accommodated within the existing right-of-way, the difference may be made up with a public easement over private property; provided, that a minimum of five feet from the curb shall be retained as public right-of-way and may not be in an easement. Buildings may cantilever over such easement areas, flush with the property line in accordance with the International Building Code as adopted in KMC Title 21. (See Figure 110.52.A and Plate 34).

2. Pedestrian-Oriented Street Standards – Unless a different standard is specified in the applicable use zone chart, the applicant shall install a 10-foot-wide sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street. (See Figure 110.52.A).

Required Sidewalk on Pedestrian-Oriented Streets and Major Pedestrian Sidewalks

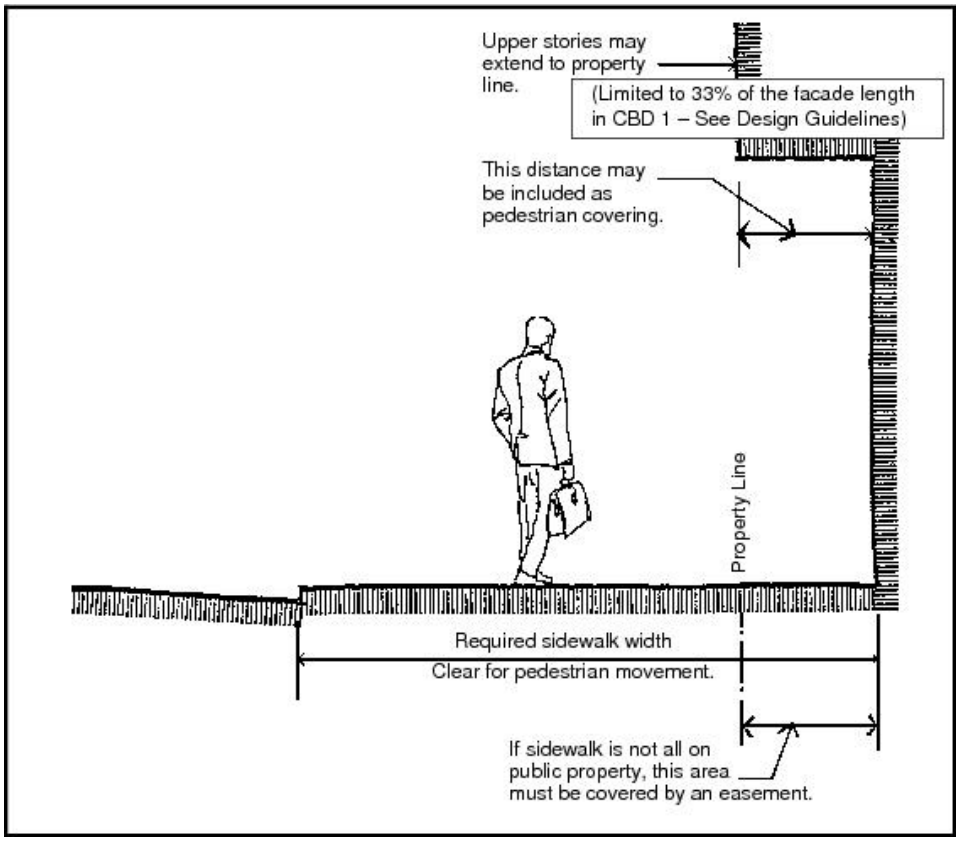


FIGURE 110.52.A

3. Major Pedestrian Sidewalk Standards – If the subject property abuts a street designated to contain a major pedestrian sidewalk in Plate 34, Chapter 180 KZC, the applicant shall install that sidewalk on and/or adjacent to the subject property consistent with the following standards:

   a. Install in the approximate location and make the connections shown in Plate 34;

   b. A sidewalk width of at least eight feet, unless otherwise noted in Plate 34;

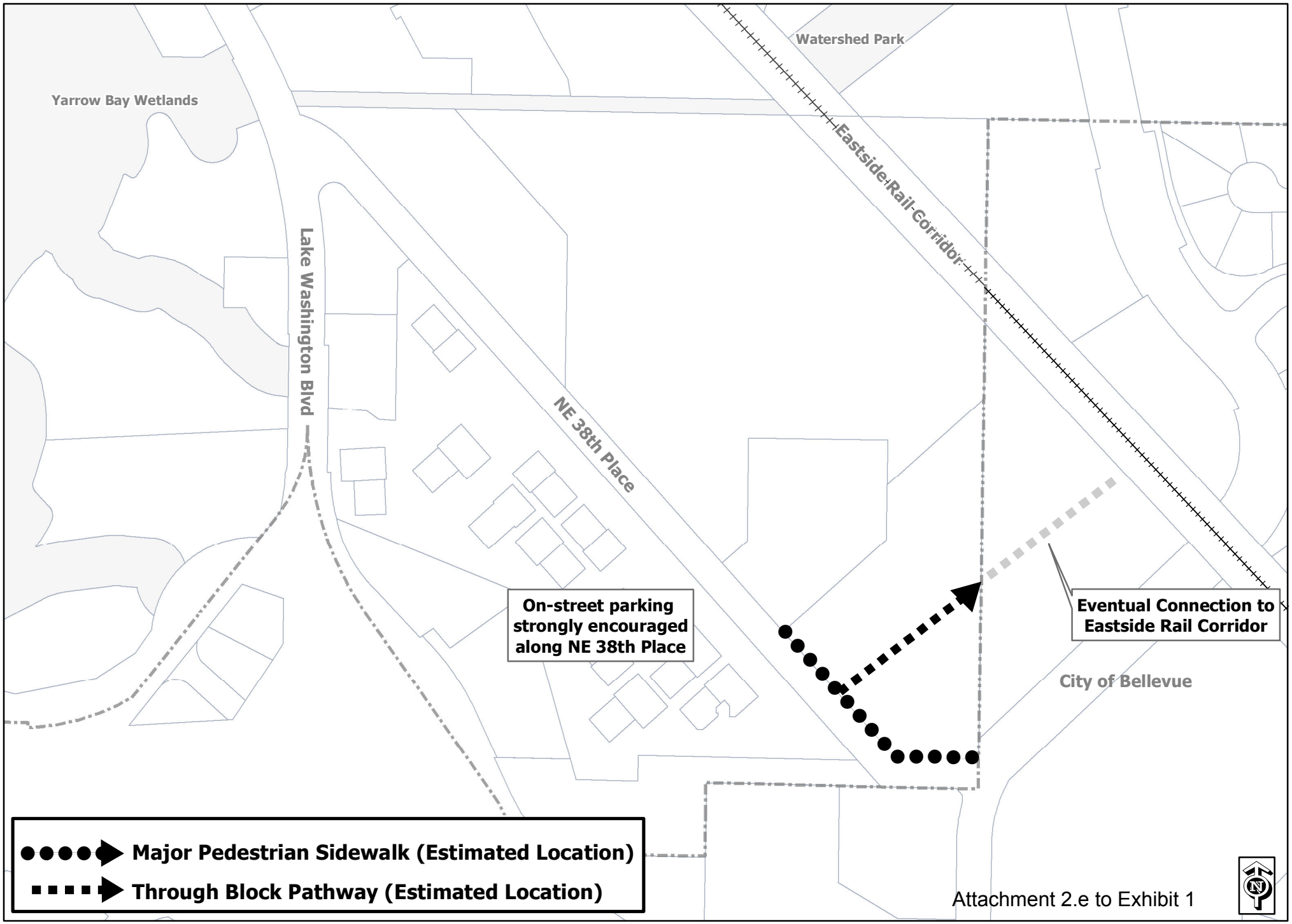
   c. Have adequate lighting with increased illumination around building entrances and transit stops; and

   d. If parcels are developed in aggregate, then alternative solutions may be proposed.

4. Streets in the Totem Lake Neighborhood – Streets in the Totem Lake Neighborhood designated as major pedestrian sidewalks in Plate 34.E that are also shown to be within the landscaped boulevard alignment or “Circulator” in Plate 34.D in Chapter 180 KZC may have varied or additional requirements, such as wider sidewalks, widened and meandering planting areas, continuous and clustered tree plantings, special lighting, directional signs, benches, varying pavement textures and public art, as determined by the Director of Public Works.

5. NE 85th Street Sidewalk Standards – If the subject property abuts NE 85th Street, the applicant shall install a minimum 6.5-foot-wide landscape strip planted with street trees located adjacent to the curb and a minimum seven-foot-wide sidewalk along the property frontage. Where the public right-of-way lacks adequate width to meet the previous standard, a 10-foot-wide sidewalk with street trees in tree grates may be permitted or in an easement established over private property.

Plate 34L: PEDESTRIAN CIRCULATION IN YBD



Attachment 2.e to Exhibit 1

The City of Kirkland

Design Guidelines

Yarrow Bay Business District

Adopted by the City Council
pursuant to Kirkland Municipal Code
Section 3.30.040, Ordinance

Mayor

Eric Shields,
Director,
Planning & Community
Development

Design Guidelines for the Yarrow Bay Business District 1 Zone

1. Ensure high quality building and design	• Building materials should exhibit permanence. • Building materials and color should be selected to integrate with each other and complement architectural design. • Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. • Emphasis should be placed on highlighting building features such as doors, windows, and eaves, and on the use of materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements • Original artwork or hand-crafted details should be considered in special areas.
2. Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.	***Building Scale & Massing*** • Large window areas should be avoided. Instead smaller window units should be used to achieve human scale. • Facing the street, buildings above the 2nd story should use upper story step backs to create receding building forms as building height increases to maintain human scale. A rigid stair step or "wedding cake" approach to upper story step backs is not appropriate. Prescribed upper story step backs in the gateway area at the intersection of NE 38th Place and 108th Avenue NE are appropriate to prevent the building from overpowering the gateway design. • Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building. • The location of the subject property makes any new multi-story building highly visible from the surrounding streets and properties. Building design should be based on viewpoints or vantages to be identified through the Design Review process. The final arrangement of building mass should therefore address the key vantage points and respond to the context of existing and/or planned improvements, gateway features, and location of plazas and open space. • All building facades should be designed carefully, i.e. there should be no "backside" of a building. • Building facades should be well modulated to avoid blank walls and provide architectural interest. • Landscaping should be used to provide visual interest and help soften building form at appropriate locations, including upper level terraces. • To help moderate the vertical scale of buildings, buildings should incorporate design techniques which clearly define the building's top, middle, and bottom. Examples include using a sloped roof and strong eave lines to help define the top; using windows, balconies, and

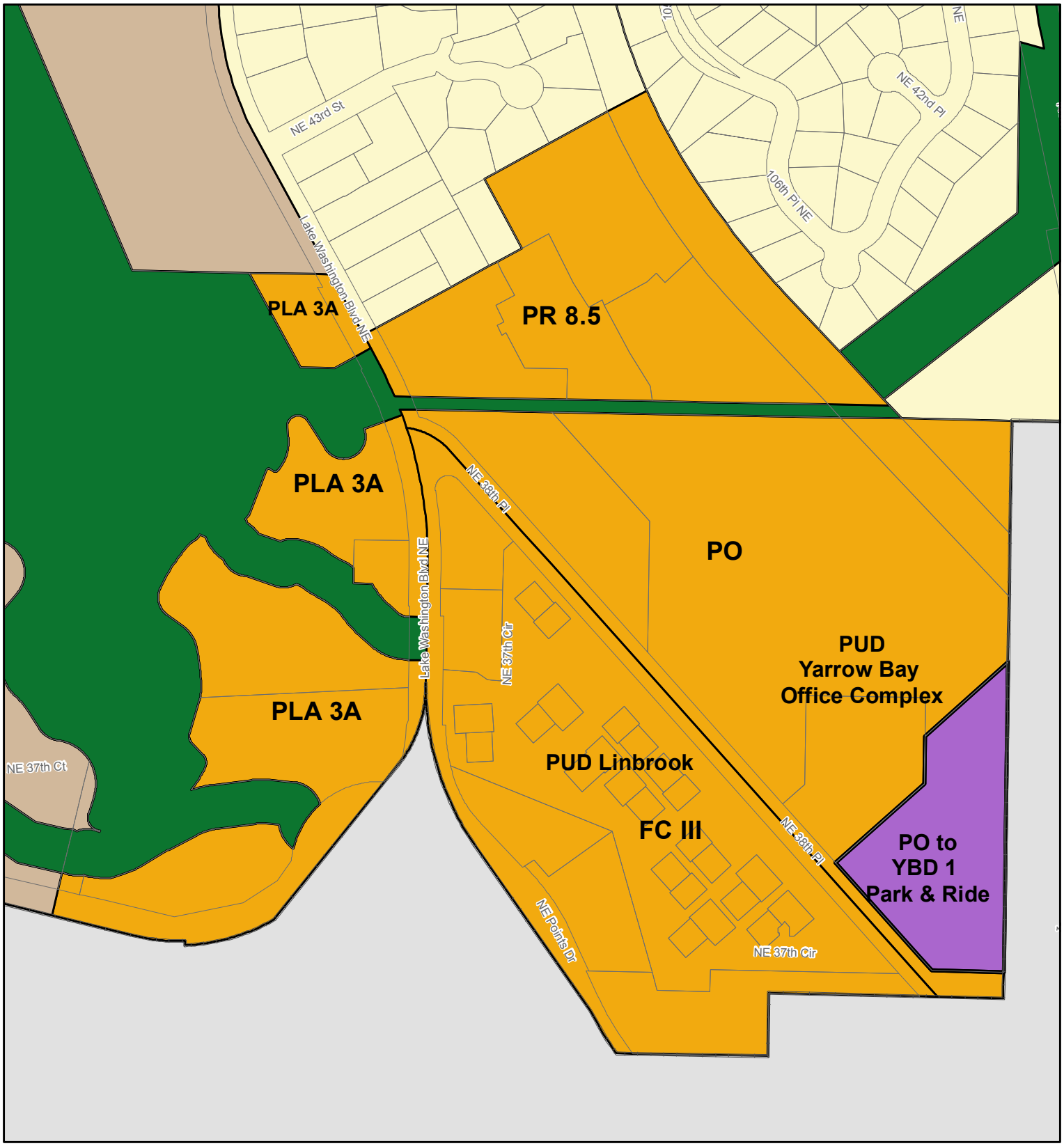
	material changes to define a building's middle; and pedestrian-oriented storefronts, awnings, and use of 'earth' materials such as concrete and stone to help define the building's bottom. • Roof forms should be varied and attractive. Where appropriate, roof forms should also help reinforce the modulation or articulation interval of the building façade. • Roof forms should be designed to screen rooftop mechanical units • A predominantly flat roof design is discouraged. For portions of the building where a flat roof design is used, architectural details such as eaves, cornices, or other articulation elements should be used to provide interest at the ground level. • Vertical building modulation should be used to add variety by avoiding monotonous design. A technique that may be used is to make large buildings appear to be an aggregation of smaller buildings. Different colors and/or materials may be used to help differentiate between façade planes. • Horizontal building modulation should be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments. Different colors and/or materials maybe used to help differentiate between façade planes. ***High Quality Design*** See Policy #1 ***Pedestrian Features & Amenities*** • Pedestrian walkways should be placed throughout the site to allow for efficient access between the residential, commercial, transit center uses, and adjacent streets. The walkways should be situated to minimize walking distance from the public sidewalk and transit facilities to building entrances. • Pedestrian and bicycle pathways and/or connections should be well-defined and safe. • Pedestrian connections should be provided to adjacent properties to allow for efficient access to the transit facilities and commercial uses. • Landscaping should be used to help define and provide visual interest along pedestrian walkways. • Convenient and safe pedestrian areas should be designed in centralized locations to accommodate transit users. • Lighting should be provided to walkways and sidewalks through building mounted light and canopy or awning mounted lights.

	• Low level lighting in the form of bollards or similar style of lighting should be encouraged along pedestrian pathways not adjacent to buildings. • Through-block pathways should be designed so that it is clear that access by the general public is allowed. The following guidelines also apply: o Because the subject property is steep along NE 38th Place, stairways may be used in the design of the through-block pathway where connecting to the street. If located along NE 38th Place, the stairway should function as a focal entry/exit point and contain design elements that make it a welcoming, safe, and attractive entry. o *If located within a parking lot, the following guidelines should be incorporated into the design of the through-block pathway.* ▪ *Increased landscaped island size adjoining the pathway. This helps to narrow the driveway width where appropriate to help slow parking lot traffic.* ▪ *Raised landscape beds* ▪ *Raised pathway with pavement material, texture, and color different from traffic lanes* ▪ *Selection of tree species that provide the broadest canopy possible to produce a dense landscaped environment.* o If the through-block pathway is located between buildings, appropriate plants and trees should be selected based on solar access and the location of proposed improvements.
3. *Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.*	***Streetscape*** • Street trees species should be selected and spaced to allow for visual continuity along NE 38th Place, buffer pedestrians from the street, and provide visibility of ground floor retail uses. • Buildings should be oriented towards the street when located along NE 38th Place. • Design elements such as multiple storefronts, pedestrian-oriented signs, exterior light fixtures, glazing, landscaping, and awnings should be utilized to add human scale and interest at the street level. • Ground floor spaces along NE 38th Place should be transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals. • Varied window treatments should be encouraged. Architectural detailing at window jambs, sills, and heads should be emphasized. Use of ribbon windows should be avoided. • A street wall is a wall or portion of a wall of a building facing a street. Continuous street walls should incorporate vertical and horizontal modulations into the building form. • Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies, and other activities overlooking the street. • Awnings or canopies should be required on facades adjoining sidewalks. Blank walls should be avoided near sidewalks,

	open spaces, and pedestrian areas. • Blank walls should not be visible from the street or sidewalk. Where blank walls are unavoidable, they should be treated with landscaping, art, or other architectural treatments. ***Gateway*** • A gateway is an urban design feature that signifies a sense of place and arrival into a city or neighborhood. A gateway should be designed in the location shown in the Comprehensive Plan. • The design elements of the gateway should include a combination of landscaping, architectural features, and artwork which: o Contain a highly visible and welcoming public space between the sidewalk and the building which is easily accessible, comfortable, safe, and includes pedestrian amenities; o Establish a landmark that reflects the TOD elements of the site; o Reinforce NE 38th Place and 108th Avenue NE as a focal point; o Transition between Kirkland and Bellevue and the Yarrow Bay Business District to the west; and o Are integrated with the TOD building design
4. *Minimize the visual impacts of parking facilities from adjacent rights-of-ways.*	• Parking areas should not be located between NE 38th Place and buildings. • Access driveways to parking areas should be minimized. • Parking lots should be designed to provide for clear vehicular and pedestrian circulation and be well organized. • Screening and landscaping should be used to reduce the visual impact of parking lots and/or parking structures to the surrounding neighborhood. • Parking structures shall be designed and located to obscure the view of parked cars from adjacent properties. Parking structures should be located to the back of buildings or underground with intervening uses., • Portions of parking structures visible from the street that cannot be placed behind an intervening use due to site topography, should be constructed with high quality materials and be architecturally compatible with the character of surrounding buildings. In addition, architectural treatment, artwork, building setbacks, and/or dense landscaping should be used to further reduce the visual impact of parking structures along the street. If adjacent to the required gateway, the exterior of parking structure should reflect the design elements of the gateway. Design should avoid the appearance of a parking structure.

5. Foster the creation of vibrant and desirable living environment through the use of high quality design, public amenities, and open space.	***High Quality Design*** See Policy #1 ***Public amenities and Open Space*** • Public open space should be provided on the subject property which can be used by the general public, residents, and transit users. • Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings). The space should appear and function as public space rather than private space. • Public open space should be located in close proximity to commercial and retail uses that are required along NE 38th Place. The public open space should be well defined and contain amenities such as outdoor dining, seating areas, art, water features, and/or landscaping. Adequate room for pedestrian movement through the space should be maintained. Additional public open space in a location convenient to the site's transit users may also be appropriate. • Careful attention should be paid to the transition between transit operations and the building to create a well defined pedestrian space such as a small plaza with landscaping features. • A combination of lighting, access to sunlight, paving, landscaping, and seating should be used to enhance the pedestrian experience with the public open space.

Proposed PO to YBD 1 Rezone



Kirkland City Limits | Tax Parcels | PO to YBD 1

N

Produced by the City of Kirkland. © 2011, the City of Kirkland, all rights reserved.
No warranties of any sort, including but not limited
to accuracy, fitness or merchantability, accompany this product.