

ATTACHMENT 2 DEVELOPMENT OBJECTIVES

PARK & RIDE FACILITY

- Expand Park & Ride capacity and encourage higher transit ridership to address existing overflow parking and increased demand due to tolling on SR 520
- Transit center that encourages alternative modes of transportation utilizing pedestrian and bike friendly design
- Incorporate sustainable green building strategies
- Provide vehicle charging stations to serve park and ride users and residents
- Include a range of affordability, including market-rate housing
- Provide a safe and secure facility
- Future interconnection to Eastside Rail corridor for bikes and pedestrians
- Retain and enhance constructed and natural vegetation buffers to park and ride facility
- Minimize number of stalls and mitigate for those impacted during construction of the new Parking Garage and Transit Plaza
- Preserve Park & Ride as a long-term use of the property for transit riders
- Incorporate commercial into the housing project to provide businesses that support transit riders, residents, and surrounding properties
- Develop an attractive site and building that is compatible with the surrounding area and provides a welcoming gateway to both cities.
- Complete the project within the timeframe that protects FTA Funding
- Allow for a financially feasible project



DEVELOPMENT OBJECTIVES

MULTIFAMILY

- High density residential housing with affordable units (approximately 235 units)
- Contribute to a vibrant TOD site
- Market supported mix of commercial spaces oriented to the users of the Park & Ride, site residents and the surrounding community
- Underground shared parking to meet the market demand for parking for the mixed-use building
- Incorporate sustainable green building strategies
- Utilize the existing site topography
- Accommodate multiple pedestrian access points
- Accommodate a single vehicle access point separate from the transit facility phase
- Construction following completion of transit facility



Pine & Belmont | Seattle



YWCA Family Village | Issaquah



Aljoia Mercer Island



Ballard West | Seattle



Artspace Hiawatha Lofts | Seattle



Boulevard | Kirkland



Axis | Seattle



Pontedera Condominiums | Seattle



Luna Sol | Kirkland



MASSING OPTION 1

The primary goal of this option focuses on accommodating the housing and added transit parking on the Kirkland portion of the site. Secondary objectives address locating the shorter affordable housing structure at the gateway intersection and the larger market rate apartment structure north adjacent to the PACCAR office complex.

Complications of this campus layout and building massing are the following:

- Inefficient transit garage layout and site vehicle circulation
- Transit parking garage required to be four stories to accommodate the necessary park and ride stalls
- Transit parking garage location is highly visible from both 108th and 38th
- The surface parking lot is highly visible from 108th
- There is no ability to locate commercial uses in the podium of the affordable housing structure due to funding source limitations so no commercial at the gateway corner. Commercial uses limited to the frontage at 38th below the market rate apartment building
- Market rate housing structure is required to be a full square with a private courtyard not visible from the adjacent right-of-ways.



View of site from west



Campus plan



View of site from south



View of site from east



Site Section

Project Site



MASSING OPTION 2

The primary goal of this option focuses on locating the market rate apartments at the gateway corner which allows commercial uses in the podium at the high profile intersection. The courtyard of the market rate building provides an at-grade connection to the transit plaza along 108th animating the plaza and creating a large contiguous area. The shorter affordable housing structure is located north adjacent to the PACCAR office complex. The added transit parking is located in a more efficient structure requiring only three stories. It is tucked in against the steep slope area in the SE corner of the site to minimize visibility from 108th.

Complications of this campus layout and building massing are the following:

- Transit garage location displaces a high number of existing stalls during the construction phase
- Transit garage patrons are separated from the transit plaza by the surface parking lot
- The commercial frontage located right at the gateway intersection will be small and buried since the site frontage at the intersection drops 10' in 120'.
- Will require a design departure to the maximum 200' frontage length allowed at the market rate apartment building frontage along 38th
- Will likely require a design departure to the required commercial depth at 38th as a result of right-of-way widening



View of site from west



Campus plan



View of site from south



View of site from east



Site Section

Project Site



PREFERRED MASSING OPTION

The primary goal of this option focuses on locating the commercial uses so they better address grade along the adjacent right-of-ways, connecting the open space of the market rate apartment building courtyard to the gateway corner and minimizing construction impact to and the visual impact of the transit parking garage and surface lot. The commercial use will be distributed between the transit plaza at 108th Avenue NE as well as along the NE 38th Place frontage activating both street frontages and a variety of public plazas. The transit parking garage is able to be better hidden against the steep slope along 108th Avenue NE. as well as act as a screen to the surface lot.

Complications of this campus layout and building massing are the following:

- Will likely require a design departure to the required commercial depth at 38th as a result of right-of-way widening



View of site from west



Campus plan



View of site from south



View of site from east



Site Section

Project Site



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.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 56.10	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.010	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	<ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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.

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												<p>KMC 27.04.050.</p> <p>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.</p> <p>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.</p> <p>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</p> <p>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.</p> <p>16. Development shall be designed, built and certified to achieve or exceed the following green building standards:</p> <p>a. Evergreen Standard or Built Green 4 star certified for all housing units.</p> <p>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.</p> <p>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.</p> <p>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.</p>
.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.	<p>1. The following regulations apply to veterinary offices only:</p> <p>a. May only treat small animals on the subject property.</p> <p>b. Outside runs and other outside facilities for the animals are not permitted.</p> <p>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.</p> <p>2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:</p> <p>a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.</p> <p>b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.</p>
.030	Restaurant or Tavern				10' on each side							20'

ATTACHMENT 3

.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		<ol style="list-style-type: none"> 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											<ol style="list-style-type: none"> 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.	<ol style="list-style-type: none"> 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.	<ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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

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.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.									

The City of Kirkland

Design Guidelines

For Yarrow Bay Business District

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



Joan McBride,
Mayor

Eric Shields
Director,
Planning & Community
Development

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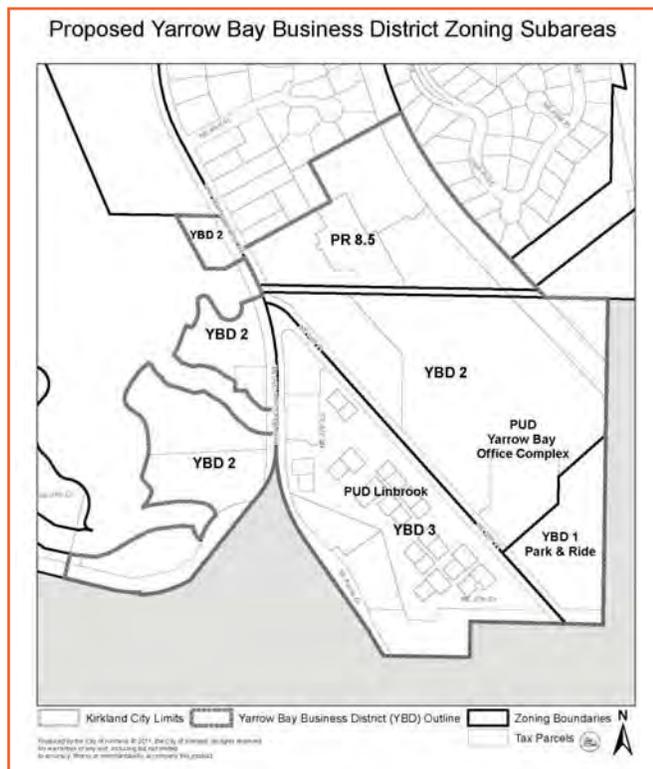
Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code that will be used by the City in the design review process for development in the Yarrow Bay Business District located in the Lakeview Neighborhood. The Yarrow Bay Business District includes the YBD 1, YBD 2, YBD 3 and PR 8.5 zones. Other documents that should be referred to during design review are the YBD (Chapter 56) and PR (Chapter 25) Use Zone Charts found in the Kirkland Zoning Code.

~~**Note: Design Guidelines unique to YBD 1 will be inserted throughout this document.~~

Purpose of the Design Guidelines

The Design Review Board will use these guidelines to evaluate development proposals during the design review process. The Design Guidelines are intended to establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic identity. These guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.



Urban Design Goals and Objectives

The key design objectives promoted in the Lakeview Neighborhood Plan for the Yarrow Bay Business District include:

- Promote quality architectural and site design.
- Encourage architectural vertical and horizontal modulation along all street frontages and perimeter of district.
- Preserve public scenic views and natural features that contribute to Lakeview's visual identity.
- Provide interconnected street and pedestrian improvements throughout the district that tie the district together, contribute to a sense of identity and enhance visual quality. Included in this concept are pedestrian linkages on site, to adjacent properties, and to transit facilities. Provide directional signs that indicate path locations.
- Enhance streetscapes distinctive to the neighborhood along Lake Washington Blvd., Northup Way and NE 38th Pl with wide sidewalks, street trees, decorative pedestrian lighting, benches, or other street furniture.
- Incorporate gateway features to the neighborhood to strengthen neighborhood identity at the locations identified in the Lakeview Neighborhood Plan.
- Especially along retail uses and streets promote using pedestrian oriented design techniques such as, generous ground floor window treatments, awnings, superior building materials, open space plazas, and pedestrian amenities.
- Locate development away from streams and wetlands. Enhance stream corridors for both habitat and as a natural amenity.

Vision for the Yarrow Bay Business District

The Lakeview Neighborhood Plan vision for the Yarrow Bay Business District is to transform the large suburban style office park development into a more integrated, mixed use residential and commercial district. Several strategies will help achieve this vision such as allowing a broader range of uses, and improving pedestrian connections between properties, businesses, the Transit Oriented Development at the South Kirkland Park and Ride facility and the Eastside Rail Corridor. Incorporating public plazas, green spaces and pedestrian amenities into new development will help create an inviting environment for employees, residents and visitors. New design standards and design review for development will ensure quality architecture, site design and identity for the district.



The Lakeview Neighborhood Plan envisions improvements to NE 38th Pl, Lake Washington Blvd. NE and Northrup Way to upgrade the streets with wider sidewalks, street trees and decorative pedestrian lighting, directional signs, benches and varying pavement textures. On-street parking is encouraged along NE 38th Pl to support pedestrian-oriented uses or retail frontage.

Vision for YBD 1

The YBD 1 zone contains the South Kirkland Park and Ride property, planned for transit-oriented development (TOD). In light of the district's role in fostering a vibrant and desirable community that includes mixed use and promotes the use of transit, design guidelines are established to create a supportive built environment.

The guidelines implement the vision for the area described in the Lakeview Neighborhood Plan. They emphasize coordinated development of the site through high quality building design and pedestrian amenities and connections within and beyond the site. The importance of building orientation and connections to NE 38th Place, and the creation of a welcoming and attractive gateway at the entrance to the district at NE 38th Place and 108th Avenue NE are also highlighted in the guidelines.

Vision for YBD 2 and 3

Larger sites within the Yarrow Bay Business District provide opportunities for coordinated development. Within YBD 2 and YBD3, for example, mixed-use developments combining retail, office and residential uses with an attractive face along the major traffic corridors or provide interior vehicular and pedestrian pathways and open space as focal points for pedestrians. Focal points may include plazas surrounded by shops, offices, services or wide sidewalk areas along an interior access street.

Buildings should front along NE 38th Pl. and orient toward Lake Washington Blvd. Storefronts may be clustered around major entry points to the development to provide a welcoming entry. Use of a variety of materials and colors and modulated walls and rooflines is encouraged to reduce architectural scale.

Residential buildings should feature prominent building entries and individual balconies. Orienting residential buildings around a courtyards, plazas, or natural features also is encouraged.

The following design guidelines for the Yarrow Bay Business District (YBD) are intended to help guide the future development toward the vision described in the Lakeview Neighborhood Plan and in this document.

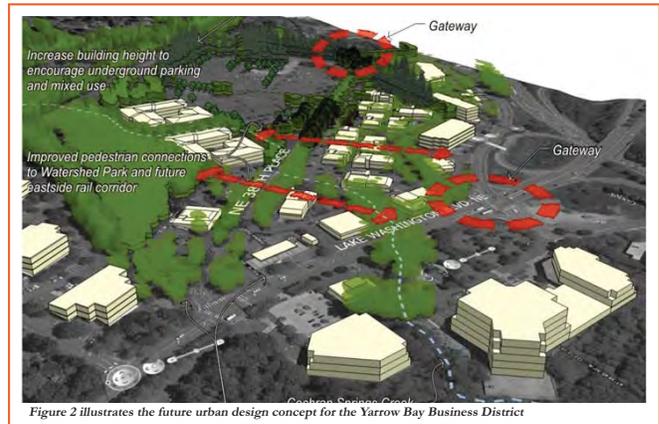


Figure 2 illustrates the future urban design concept for the Yarrow Bay Business District

The following design guidelines for the Yarrow Bay Business District (YBD) are intended to help guide the future development toward the vision described in the Lakeview Neighborhood Plan and in this document.

Design Guidelines for YBD 1

1. High Quality Building and Design

- a. Building materials should exhibit permanence.
- b. Building materials and color should be selected to integrate with each other and complement architectural design.
- c. Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied.
- d. 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
- e. Original artwork or hand-crafted details should be considered in special areas.

2. Building Scale and Massing

- a. Large window areas should be avoided. Instead smaller window units should be used to achieve human scale.
- b. 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.



c. Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building.

d. 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.

e. All building facades should be designed carefully, i.e. there should be no “backside” of a building.

f. Building facades should be well modulated to avoid blank walls and provide architectural interest.

g. Landscaping should be used to provide visual interest and help soften building form at appropriate locations, including upper level terraces.

h. 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.

i. Roof forms should be varied and attractive. Where appropriate, roof forms should also help reinforce the modulation or articulation interval of the building façade.

j. Roof forms should be designed to screen rooftop mechanical units.

k. 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.

l. 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.

m. 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.

3. Pedestrian Features and Amenities

a. 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.

b. Pedestrian and bicycle pathways and/or connections should be well-defined and safe.

c. Pedestrian connections should be provided to adjacent properties to allow for efficient access to the transit facilities and commercial uses.

d. Landscaping should be used to help define and provide visual interest along pedestrian walkways.

e. Convenient and safe pedestrian areas should be designed in centralized locations to accommodate transit users.

f. Lighting should be provided to walkways and sidewalks through building mounted light and canopy or awning mounted lights.

g. Low level lighting in the form of bollards or similar style of lighting should be encouraged along pedestrian pathways not adjacent to buildings.

h. Through-block pathways should be designed so that it is clear that access by the general public is allowed.

The following guidelines also apply:

i. 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.

ii. If located within a parking lot, the following guidelines should be incorporated into the design of the through-block pathway:



a) Increased landscaped island size adjoining the pathway. This helps to narrow the driveway width where appropriate to help slow parking lot traffic.

b) Raised landscape beds.

c) Raised pathway with pavement material, texture, and color different from traffic lanes.

d) Selection of tree species that provide the broadest canopy possible to produce a dense landscaped environment.

iii 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.

4. Streetscape

a. 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.

b. Buildings should be oriented towards the street when located along NE 38th Place.

c. 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.

d. 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.

e. Varied window treatments should be encouraged. Architectural detailing at window jambs, sills, and heads should be emphasized. Use of ribbon windows should be avoided.

f. 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.

g. 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.

h. Awnings or canopies should be required on facades adjoining sidewalks. Blank walls should be avoided near sidewalks, open spaces, and pedestrian areas.

i. 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.

5. Gateways

a 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:

i. Contain a highly visible and welcoming public space between the sidewalk and the building which is easily accessible, comfortable, safe, and includes pedestrian amenities;

ii. Establish a landmark that reflects the TOD elements of the site;

iii. Reinforce NE 38th Place and 108th Avenue NE as a focal point;

iv. Transition between Kirkland and Bellevue and the Yarrow Bay Business District to the west; and

v. Are integrated with the TOD building design

6. Parking Facilities

a. Parking areas should not be located between NE 38th Place and buildings.

b. Access driveways to parking areas should be minimized.

c. Parking lots should be designed to provide for clear vehicular and pedestrian circulation and be well organized.

d. Screening and landscaping should be used to reduce the visual impact of parking lots and/or parking structures to the surrounding neighborhood.

e. 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.



f. 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.

g. Architectural treatment, artwork, building setbacks, and/or dense landscaping should be used to further reduce the visual impact of parking structures along the street.

h. If adjacent to the required gateway, the exterior of a parking structure should reflect the design elements of the gateway. Design should avoid the appearance of a parking structure.

7. Public Amenities and Open Space

a. Public open space should be provided on the subject property which can be used by the general public, residents, and transit users.

b. 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.

c. 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.

d. 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.

e. A combination of lighting, access to sunlight, paving, landscaping, and seating should be used to enhance the pedestrian experience with the public open space.

Design Guidelines for YBD 2 and 3

1. Building Location and Orientation

Objectives

- To enhance the character and identity of the Yarrow Bay Business District.

- To upgrade the appearance of streets in the Yarrow Bay Business District.
- To enhance pedestrian circulation.
- To create focal points, particularly on large sites

Guidelines

- a. Locate and orient buildings toward sidewalks along streets.
- b. Within interior portions of sites orient buildings to plazas, common open spaces or major internal pedestrian pathways.
- c. Where buildings are located at the sidewalk with direct pedestrian access, provide pedestrian oriented building façade treatments described in the Pedestrian Friendly Facades Section 9.
- d. Provide landscaping, plazas or building façade treatments to enhance the pedestrian experience. In general, buildings that have less pedestrian orientation will merit more landscaping and façade treatments to prevent blank walls.
- e. Locating parking to the side and/or rear of buildings is preferred.
- f. Configure development to provide focal points and opportunities for coordinated pedestrian and vehicular access. Where there are no current opportunities for coordinated access provide the opportunity for future coordination should adjacent site redevelop in the future.

2. Parking Lots and Vehicular Circulation

Objectives

- To minimize the impact of parking facilities on the fronting street, pedestrian environment, and neighboring properties.
- To enhance pedestrian and vehicular safety.
- To maintain traffic flow on streets.
- To promote shared parking.
- To provide attractive and connected vehicular circulation routes.

Discussion

Parking lots can detract from the pedestrian and visual character of a commercial area. The adverse impacts of parking lots can be mitigated through sensitive design, location, and configuration. Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked.

