

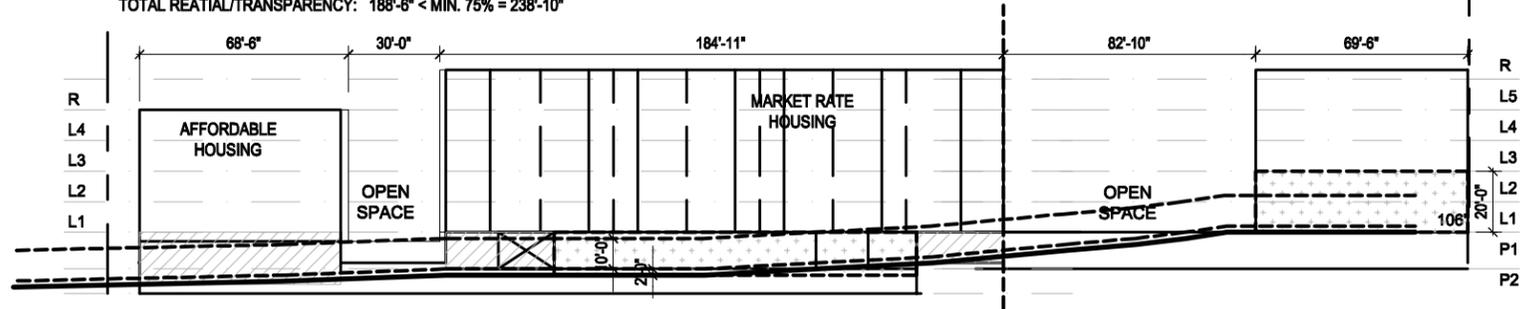
TOD DESIGN GUIDELINES - GROUND FLOOR TRANSPARENCY AT NE 38TH PLACE

A. VISION GLASS MUST EXTEND FROM NO HIGHER THAT 2 FEET ABOVE GRADE TO 10 FEET ABOVE GRADE

B. 75% FACADE LENGTH SHALL MEET THE TRANSPARENCY REQUIREMENT:

TOTAL FRONTAGE: 66'-0" + 35'-6" + 119'-0" + 28'-5" + 69'-6" = 318'-5"

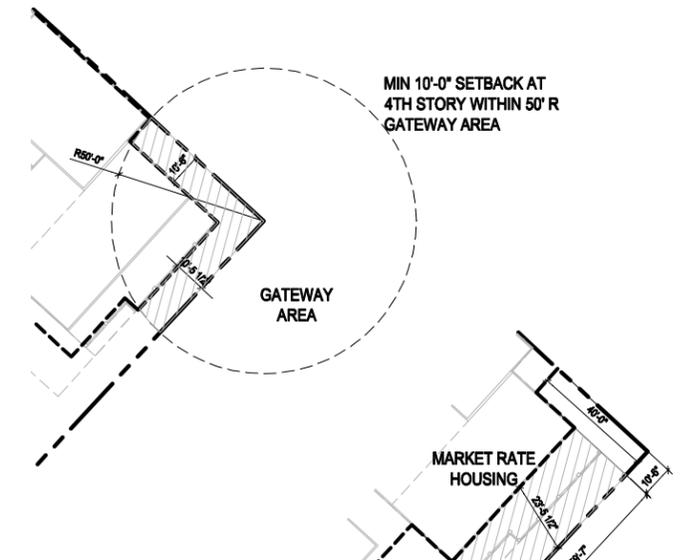
TOTAL REALIAL/TRANSPARENCY: 188'-6" < MIN. 75% = 238'-10"



10a. OTHER STORY SETBACK REQUIREMENT

COMBINED AFFORDABLE & MARKET RATE HOUSING	MARKET RATE HOUSING
15'-6" X 19'-11 1/2" = 309.38	15'-6" X 37'-0" = 573.5
16'-6" X 13'-0" = 214.5	19'-6" X 13'-0" = 253.5
15'-6" X 29'-6 1/2" = 457.87	15'-6" X 35'-0" = 542.5
15'-6" X 37'-0" = 573.5	19'-6" X 13'-0" = 253.5
19'-6" X 13'-0" = 253.5	15'-6" X 35'-0" = 542.5
15'-6" X 35'-0" = 542.5	19'-6" X 13'-0" = 253.5
19'-6" X 13'-0" = 253.5	15'-6" X 23'-11" = 370.45
19'-6" X 35'-0" = 542.5	19'-6" X 13'-0" = 253.5
19'-6" X 13'-0" = 253.5	30'-3" X 21'-5" = 647.35
15'-6" X 23'-11" = 370.45	22'-8 1/2" X 59'-7" = 1352.9
19'-6" X 13'-0" = 253.5	TOTAL = 5043.2
30'-3" X 21'-5" = 647.35	/ 263.9
22'-8 1/2" X 59'-7" = 1352.9	AVG. SETBACK = 19'-1"
TOTAL = 6024.95	
/ 326.4	
AVG. SETBACK = 18'-5"	
MIN. AVG. SETBACK = 15'-0"	

10b. GATEWAY AREA SETBACK REQUIREMENT



AFFORDABLE HOUSING
15'-6" X 19'-11 1/2" = 309.38
16'-6" X 13'-0" = 214.5
15'-6" X 29'-6 1/2" = 457.87
TOTAL = 981.75
/ 62.5
AVG. SETBACK = 15'-8"

8. PUBLIC OPEN SPACE

MINIMUM 2500 SF PUBLIC OPEN SPACE

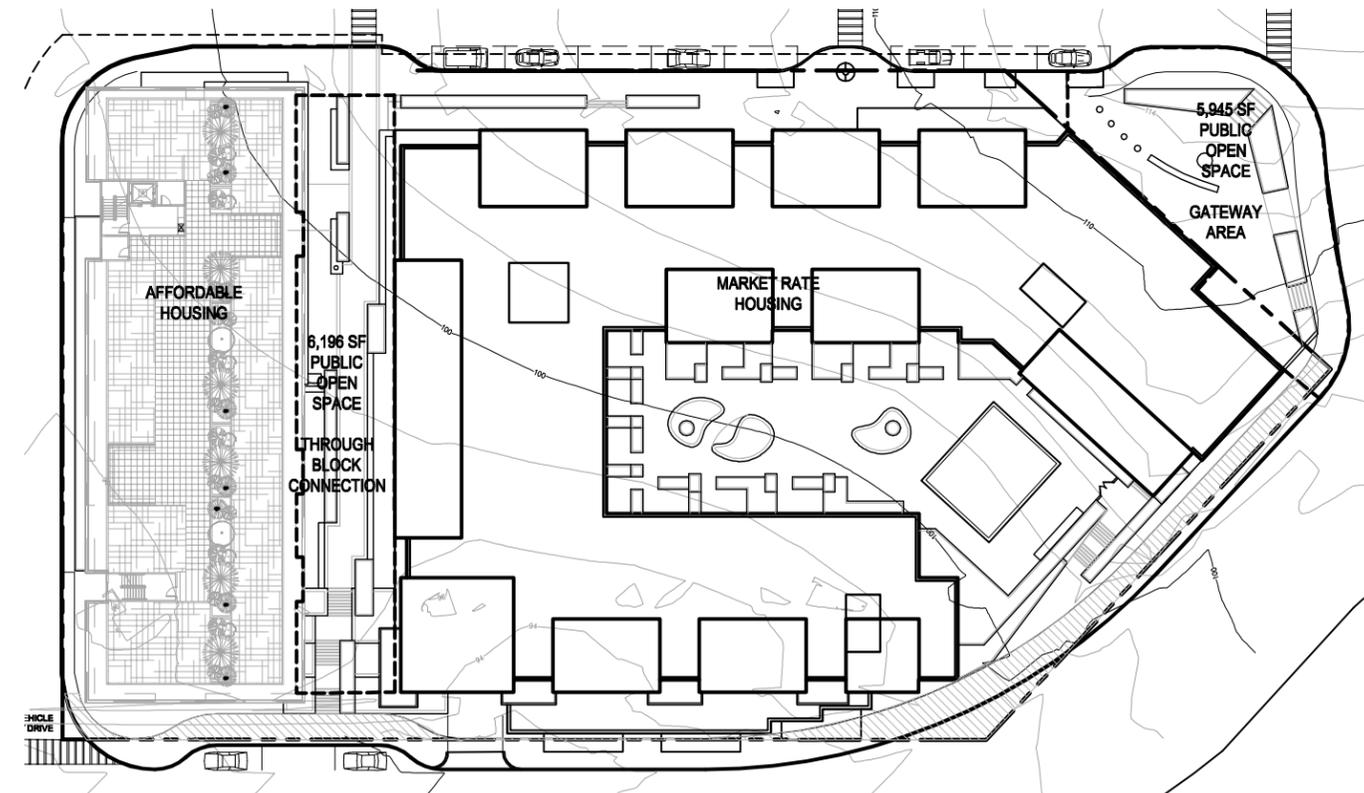
9. GATEWAY AREA PEDESTRIAN ZONE

PEDESTRIAN ORIENTED SPACE AT GATEWAY AREA

12. THROUGH BLOCK CONNECTION

PEDESTRIAN ACCESS BETWEEN NE 38TH PLACE AND TRANSIT CENTER

2915 SF ROW EASEMENT ONTO PROPERTY



AFFORDABLE VS. MARKET RATE UNIT MIX AND AVG SIZE

AFFORDABLE RESIDENTIAL UNITS	AFFORDABLE AVERAGE UNIT SIZES	KIRKLAND MINIMUM STANDARDS *
STUDIO - 13 UNITS = 22.41%	STUDIO - 444 SF	STUDIO - N/A
1 BED - 30 UNITS = 51.72%	1 BED - 634 SF	1 BED - 500 SF
2 BED - 12 UNITS = 20.69%	2 BED - 865 SF	2 BED - 700 SF
3 BED - 3 UNITS = 5.17%	3 BED - 1188 SF	3 BED - 900 SF
TOTAL - 58 UNITS		
MARKET RATE RESIDENTIAL UNITS	MARKET RATE AVERAGE UNIT SIZES	MARKET RATE 90% UNIT COMPARISON **
STUDIO - 55 UNITS = 27.62%	STUDIO - 515.36 SF	STUDIO - 464 SF
1 BED - 97 UNITS = 50.83%	1 BED - 727.38 SF	1 BED - 654 SF
2 BED - 29 UNITS = 16.02%	2 BED - 986.28 SF	2 BED - 887 SF
TOTAL - 181 UNITS		

* 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.

** SHOWN TO DEMONSTRATE COMPLIANCE. IN THIS CASE, THE UNIT SIZES ARE GREATER THAN THE MINIMUM AREAS LISTED IN THE CODE

13. AFFORDABLE HOUSING PERCENTAGE

MINIMUM 20% OF TOTAL RESIDENTIAL UNITS SHALL BE AFFORDABLE.

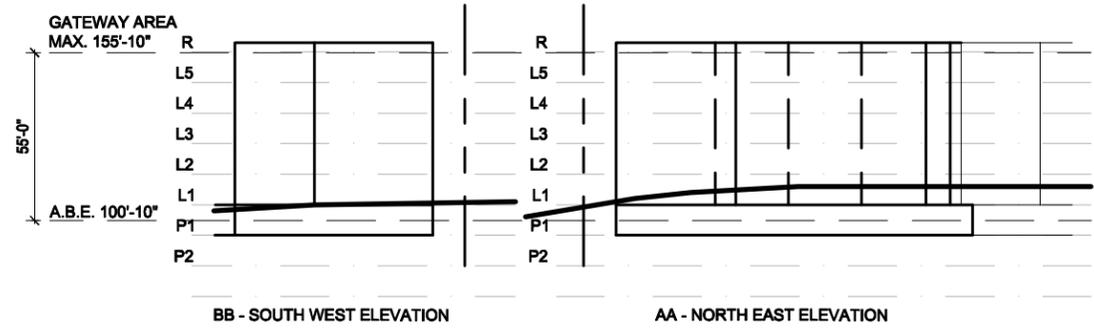
AFFORDABLE RESIDENTIAL UNITS	= 58
MARKET RATE RESIDENTIAL UNITS	= 181
TOTAL RESIDENTIAL UNITS	= 239

AFFORDABLE HOUSING PERCENTAGE = 24%

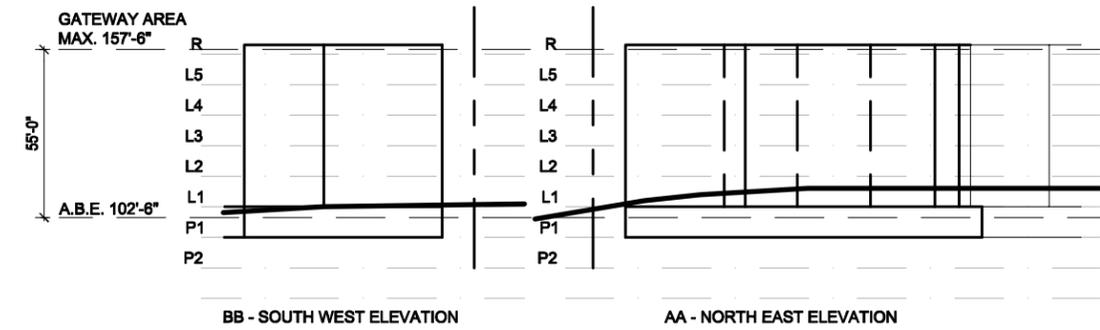
CODE COMPLIANCE DIAGRAMS SCALE: 1" = 60'-0"



11. GATEWAY AREA BUILDING HEIGHT - COMBINED STRUCTURE



11. GATEWAY AREA BUILDING HEIGHT - INDEPENDENT STRUCTURE



AVERAGE BUILDING ELEVATION CALCULATIONS

$$\frac{(A \times a) + (B \times b) + (C \times c) + (D \times d) + (E \times e)}{a + b + c + d + e}$$

COMBINED AFFORDABLE & MARKET RATE HOUSING

$$\frac{(105.5 \times 306.5) + (112 \times 125.75) + (104.5 \times 153.25) + (92.5 \times 296) + (96.5 \times 198)}{306.5 + 125.75 + 153.25 + 296 + 198} = 100'-10" \text{ A.B.E.}$$

AVERAGE BUILDING ELEVATION CALCULATIONS

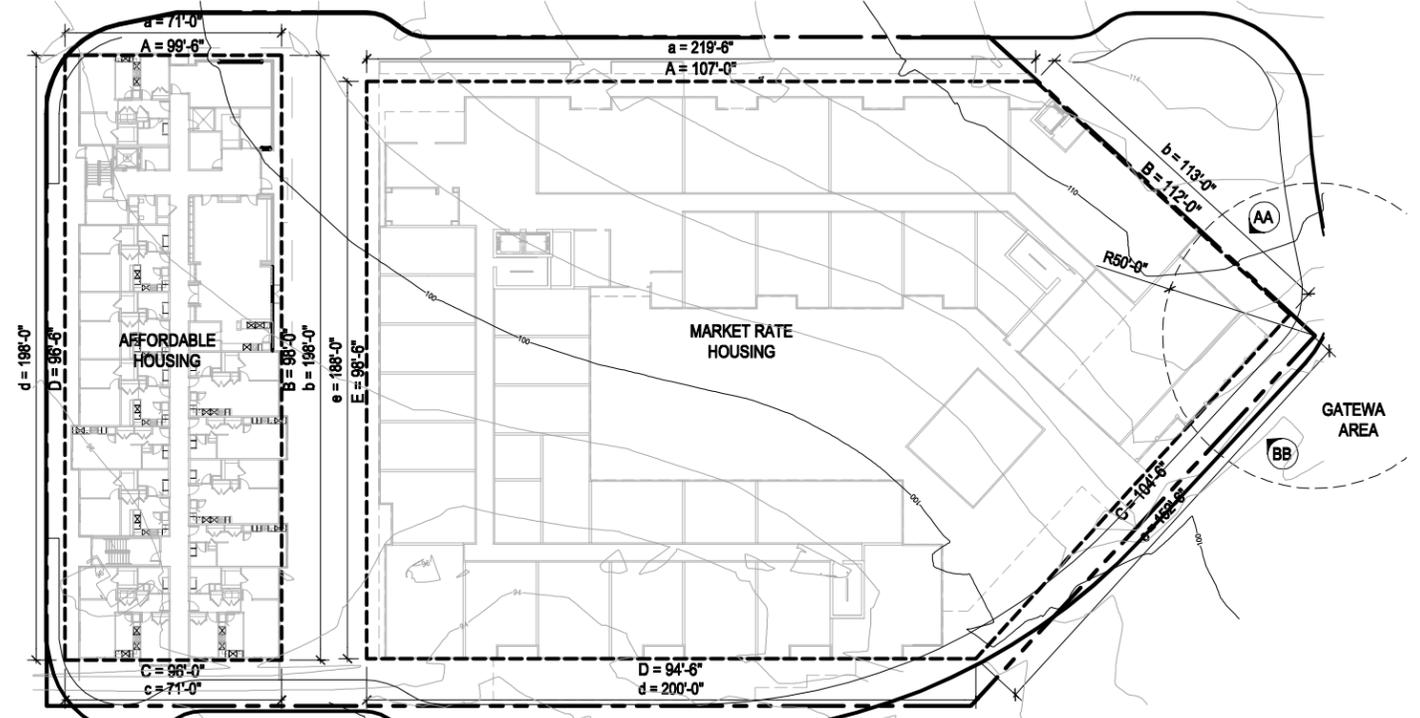
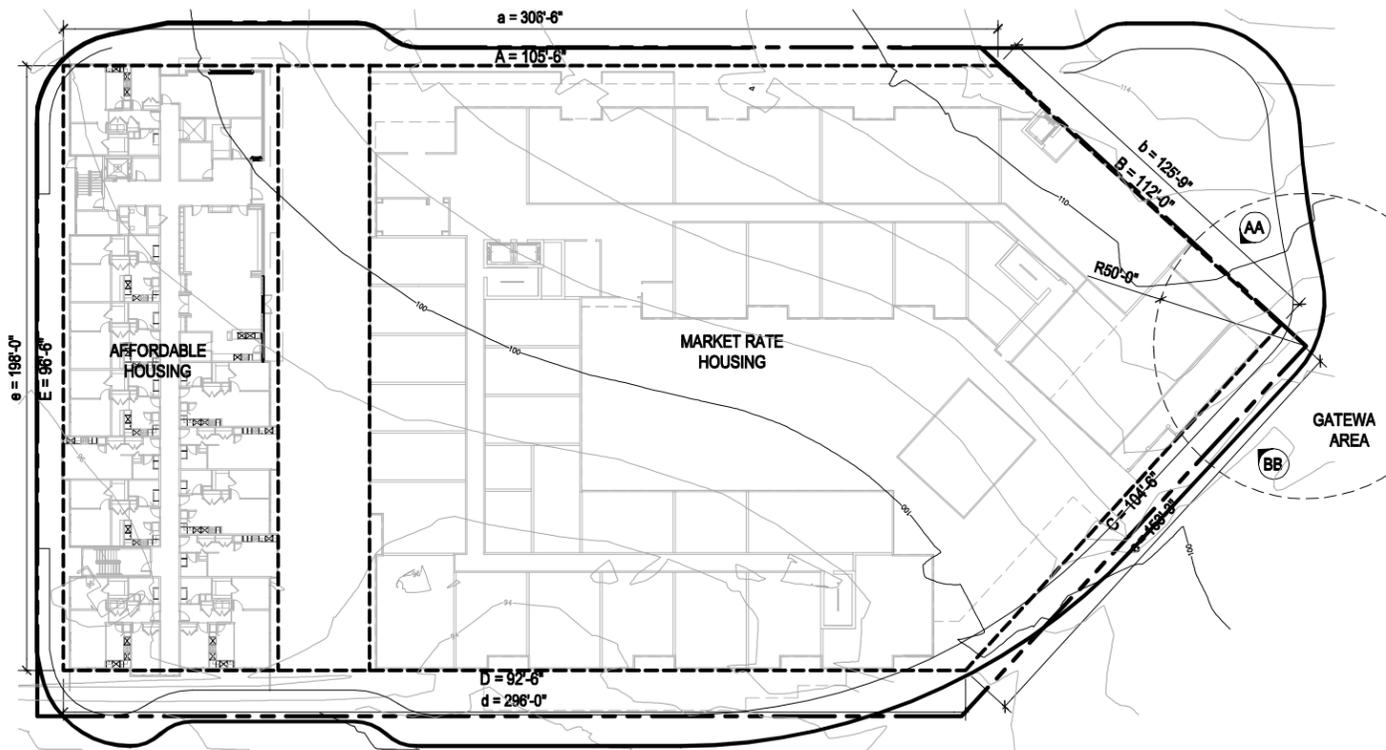
$$\frac{(A \times a) + (B \times b) + (C \times c) + (D \times d) + (E \times e)}{a + b + c + d + e}$$

AFFORDABLE HOUSING

$$\frac{(99.5 \times 71) + (98 \times 198) + (96 \times 71) + (96.5 \times 198)}{71 + 198 + 71 + 198} = 97'-4 \frac{1}{2}" \text{ A.B.E.}$$

MARKET RATE HOUSING

$$\frac{(107 \times 219.5) + (112 \times 113) + (104.5 \times 152.5) + (94.5 \times 200) + (98.5 \times 189)}{219.5 + 113 + 152.5 + 200 + 189} = 102'-6" \text{ A.B.E.}$$

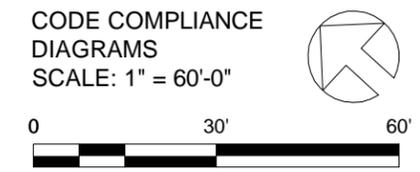


MARKET RATE AREA MATRIX

Building Area by Floor Level and Use						
Level	Use	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)
P1	Office	142,000	0	0	0	0
	Residential	0	175,000	0	0	0
	Other	0	0	0	0	0
	Other	0	0	0	0	0
	Other	0	0	0	0	0
P2	Office	0	0	132,000	66,000	79,000
	Residential	0	0	70,000	0	0
	Other	0	0	146,000	0	0
	Other	0	0	20,000	0	0
	Other	0	0	0	0	0
Total		91595	10440	127503	35391	764979

Unit Distribution by Floor

Floor	Office	Residential	Other	Total
P1	40	5	6	51
P2	0	0	0	0
P3	0	0	0	0
P4	0	0	0	0
P5	0	0	0	0
P6	0	0	0	0
P7	0	0	0	0
P8	0	0	0	0
P9	0	0	0	0
P10	0	0	0	0
P11	0	0	0	0
P12	0	0	0	0
P13	0	0	0	0
P14	0	0	0	0
P15	0	0	0	0
P16	0	0	0	0
Total	40	5	6	51





Intersection at 108th and Yarrowwood Condo entry



Existing sidewalk at 108th



View North on NE 38th Place



View South on NE 38th Place



Existing gateway





Existing site at 38th



Existing condition at gateway



Existing condition at gateway





View over rail on 108th



View on 108th looking East



View on 108th looking West



Garage height at 108th embankment



Bus shelter concept



Bus shelter concept

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.

ATTACHMENT 6

												<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 6

.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

ATTACHMENT 6

.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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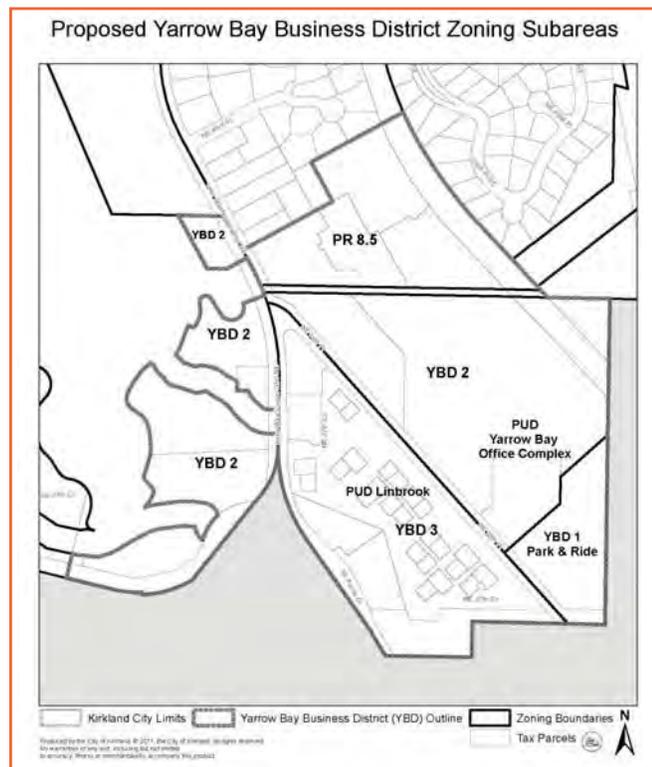
Introduction

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.

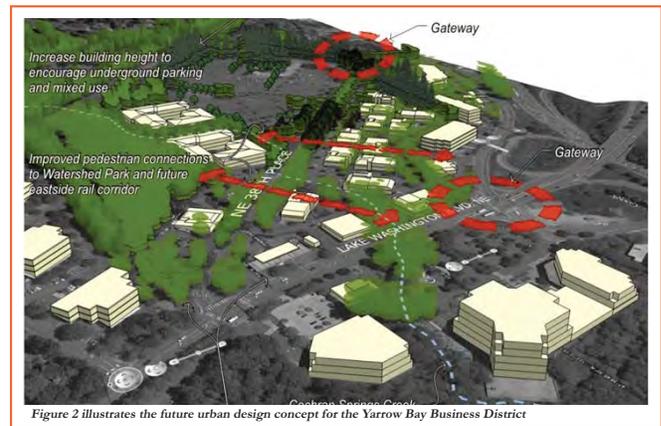


Figure 2 illustrates the future urban design concept for the Yarrow Bay Business District

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

- Locate and orient buildings toward sidewalks along streets.
- Within interior portions of sites orient buildings to plazas, common open spaces or major internal pedestrian pathways.
- 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.
- 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.
- Locating parking to the side and/or rear of buildings is preferred.
- 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.



January 18th, 2012

Dear DRB members,

I was surprised by the design of the TOD that was shown at the DRB meeting. It was much different than the one discussed at the November HCC meeting in November for the Lakeview neighborhood plan.

One of the things that came up then was the importance of having retail facing the Transit Center since that was one of the big points about having a development at this location. The idea was that people might want to go to the shops before transferring buses on the way home: pick up shirts from the cleaners, or grab dinner to go, or buy a paper, a cup of coffee and a pack of cigarettes. In order for them to do this there needs to be some retail facing the transit waiting area so people don't have to go around the building where they can't keep an eye on the buses.

Right now NE 38th Place is not a pedestrian friendly street where people will want to stroll down and look at the shops. It has very limited street parking. It might be awhile before the area is developed considering the economic situation. Since the project is being fast tracked the most important clients for the retail will be those using the park and ride or those that live in the building that have just parked their extra car in the transit parking garage. Only one space or less is provided for the dwelling units so the idea is that the parking garage would be used for resident parking during the night (called shared parking). With the proposed location of the garage the residents parking there will be entering their building from the park and ride side.

Also, there was a developer at the November meeting interested in the project that said he had a potential client that wanted to put in a small grocery store. The HCC decided not to put limits on the size of a retail space with this in mind. The discussion with Planning Commission included the possibility that there might be enough space for a small Trader Joes Grocery Store or a Bartell's Drug Store.

The whole idea behind a transit oriented development is that the market rate housing residents as well as the affordable housing residents can live without a car. Not enough parking spaces are provided in the garage designated for the residents for every adult that might own a car. That means that people living in the units have to have easy access to food and drugs. I think it is ridiculous to assume that people will want to take the bus into Houghton or up the hill to QFC on Bellevue Way on a cold rainy night in order to buy a carton of milk or some medication for their child's illness. Without a car that is what they would have to do unless they get a taxi. Very few people I know have less than one car if there are two or more individuals in the household.

How many people in the Planning Department or the DRB have no car for personal use? We always seem to talk about the 'other people' who can't afford a car or the gas to run it. I know it is possible to live without a car because my daughter does it. For people with children or the elderly that can't walk far it is much harder to take the bus everywhere.

I would like to see a more comprehensive discussion about the placement of the retail, what type of retail and who it is intended for: residents or commuters or the people that might happen to be walking or driving along 38th Place or 108th Avenue on their way to some place else.

Margaret Bull

January 25, 2012

To whom it may concern,

Is there any requirement for developers to put in retail when they design a TOD?

If there is a requirement what is the city regulation for parking stalls per square foot of retail space? Does the requirement include shared parking? How often does the Planning Department wave the parking requirement for retail establishments?

Some of the retail downtown doesn't seem to offer parking and therefore it is a big issue because the employees need a place to park as well as the patrons. More and more commuters are parking on side streets downtown Kirkland in order to take the bus from the Transit Center. There has been a noticeable increase in competition for street parking in the neighborhoods by transit users, retail employees and their clients, as well as condo owners and their visitors. I can see all kinds of problems with the TOD plans at South Kirkland because of future overlaps in its use. The TOD concept is not completely clear to me and I've been to several meetings over the last few years regarding redevelopment of the Lake View area.

There is no way to estimate how full the new park and ride garage will get with just transit riders. Routes into many neighborhoods have been cut so people in outlying areas are forced to drive to a park and ride or transit center.

I never believe parking studies. I looked at apartments in Redmond with my daughter and we found that apartment buildings didn't have enough parking spaces for all their tenants so they charge for the covered spaces that they do have. This means that those that don't pay are sharing uncovered spaces and street parking with visitors and local retail. In some cases it appeared that there was plenty of open parking, but in reality, that was only due to the fact that many apartments were not filled to capacity. This is a problem since there is limited street parking along many of the busy streets in downtown Redmond. If my daughter had decided to rent one

of those apartments, all her guests coming to a party would have had to park several blocks away (perhaps at the grocery store lot) and walk. In a parking study I doubt if they poll the tenants of apartments or employees of retail establishments to find out how many of them are forced to park on the street or in some place that might be considered illegal.

I can not imagine how you can do an accurate parking study of the TOD site. No one can predict how bridge tolling, the construction of a new bridge, cuts to neighborhood transit services, increased development in downtown Kirkland, and redevelopment of the properties around the TOD will impact the transit center. When there was a previous discussion regarding 'shared parking' between the transit riders, the market rate housing tenants, and the affordable housing tenants I was really confused. On the one hand, people said there would be no problem because tenants would only be parking their extra cars at the park and ride lot at night when the need for commuter parking was low. On the other hand, it was stated again and again that people wouldn't be driving their cars because they would be taking the bus every where. That seems to mean that they would be leaving their extra car in the Metro parking garage day and night. I realize that this discussion was taking place when we thought that the building for the housing was going to include apartments as well as the park and ride garage. Now that the garage is planned on the Bellevue side there are different considerations. It has been stated that many of the tenants in the housing units will not own cars because they live next to a transit center. This is hard to believe. Even giving out free bus passes to every tenant isn't going to keep a family from owning a car. Given the fact that none of us have a crystal ball that will help us determine the affect of growth on the Eastside on transit ridership. I hope that funds will be found to add an additional story onto the Metro parking structure. I believe that the parking needed at this site will be much greater than any of us can imagine.

The developers have assured us that the approximate 1.5 stalls will be assigned to each apartment and no extra fee will be required of the tenants. Presumably, this will leave plenty of parking for visitors. If there is retail in the building, then there may be less available space for everyone.

At several meetings presenters have proudly pointed out the success of other TODs in the Seattle area. I don't believe that you can compare the Redmond TOD site or the Village at Overlake Station TOD site to the proposed TOD site at South Kirkland Park and Ride. On the King County web site here is the description of the area around the Village at Overlake Station:

The development is in the heart of the Overlake commercial area of Redmond near 152nd Avenue NE and NE 24th Street. Overlake is a major employment center with about 600 firms, including Microsoft's main campus, and 22,600 employees. Grocery stores, restaurants, personal services and major retailers are within a short walking distance.

How many of these amenities are within a short (safe) walking distance along well lit sidewalks in the Lakeview neighborhood? The South Kirkland Park and Ride proposal is depended on the concept 'if you build it they will come'. Other TODs have been placed in already dense areas with available services. How is the city going to bring services to the Lakeview neighborhood in the near future?

On the King County web site under Transit Oriented Development this is how the TOD concept is described:

Once that idea takes hold in a community, it becomes a powerful motivator for changing the built environment. The concept includes mixed-use, higher-density buildings at the sidewalk; less private and more public open space; smaller blocks; narrow streets with wider sidewalks, street trees and lights; lower parking-to-occupant ratios; shared parking; parking behind buildings; and on-street parallel parking.

I am not against this concept. It baffles me how the area around the South Kirkland Park and Ride will be transformed into the type of place that is envisioned on the King County Transportation web site. It would make more sense if you knew that the property owners in the surrounding Lakeview neighborhood have big plans to redevelop in the next couple of years and that extra traffic and parking challenges produced by such development will not overwhelm the neighborhood. The area is stuck between a freeway, a lake and a wetland.

Without the necessary services being in place already, it is essential that the retail portion of the mixed use development be fleshed out as soon as possible. It is an equal part of the mixed use equation. The concept of shared parking between the tenants, retail customers, and commuters should also be on the drawing board throughout the process. It is wonderful to see the lovely illustrations of how the building will look but I think focusing on how those elements contribute to how people are going to live, shop, work, and commute is the most important thing.

Respectfully,

*Margaret Bull
6225 108th Place NE
Kirkland WA 98033*

**SOUTH KIRKLAND PARK AND RIDE OPEN HOUSE COMMENTS
FEBRUARY 2, 2012**

- Like the idea of affordable housing for local work force.
- Concerned about adding bus and car traffic on NE 38th Place; yet 38th is not being expanded beyond the current three lanes (2 traffic lanes with a center turn lane on part of road).
- Concerned about traffic backing up and clogging NE 38th Place especially in the morning with commuters, residents, and school traffic.
- A new traffic signal at 38th and 108th needs to be installed as soon as possible.
- Need a lighted crosswalk across NE 38th Place.
- Like the idea of a traffic light at NE 38th place intersection at 108th Ave NE.
- Concerned about excessive traffic on 108th Ave with no widening of 108th Avenue NE
- Concern increased traffic on 108th and NE 38th PI impact on children attending schools nearby.
- Don't limit left hand turns into preschool off of NE 38th Place.
- Concerned about left turns from Park and Ride and from 38th. Signals should be coordinated.
- Traffic on 108th already driving too fast for safe crossing of 108th between railroad and Northup.
- Will a stoplight at 38th and 108th cause a back on Ne 38th or Nothup making exits from the condominiums impossible?
- Need signals at Park and Ride exit to 108th – potential difficulties turning left from Park and Ride to 108th. Ditto. This congestion point needs to be addressed.
- More traffic on 108th and Lake Washington Blvd. The more signals the more gridlock. Crossing 108th at any time is dangerous and impossible.
- A traffic light at 108th and 38th will slow traffic driving down the hill, cause backups up the hill, including cars turning into Park and Ride and the railroad crossing.

- Across from Park and Ride entrance on 108th, you need a light to tell people when they can go right or left; then you need one of those large light-up signs that says "No right on red."
- Would like to see the sidewalk be extended on 38th Pl
- Existing crime (cars stolen); already an issue in nearby condominiums. This may be increased with more population.
- Add more buses over SR 520 otherwise there will be more cars at park and ride causing gridlock.
- Add a 540 bus (Sound Transit) stop at village park Condo (255 stop there currently).
- Concerned about lack of park and ride stalls during construction. The park and ride lot is already at capacity.
- KISS & Ride short term spaces should be mixed in with handicap spaces along the sidewalk next to bus shelter.
- Some retail should be placed in building along pedestrian connection.
- One retail tenant space should be a quickie store like a 7-11 that is open all the time so residents without a car can get bread and milk and aspirin in the late evening. This would also benefit commuters and the teenagers hanging out smoking at the bus stop.
- Bellevue Transit Parking Garage should respect Kirkland's design guidelines regarding shielding and not looking like a parking structure.
- Transit parking garage: concerns about security (and thefts), especially after dark in evening hours. Will police surveillance be increased?
- During the day, the development will create a less peaceful environment.