



CITY OF KIRKLAND

Planning and Community Development Department
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www.ci.kirkland.wa.us

MEMORANDUM

To: Design Review Board

From: Tony Leavitt, Associate Planner

Date: July 9, 2008

Subject: **CONCEPTUAL DESIGN CONFERENCE
CHAFFEY 206 LAKE STREET BUILDING
206 LAKE STREET SOUTH
FILE NO. CDC08-00002**

I. GOALS OF CONCEPTUAL DESIGN CONFERENCE MEETING

At the July 21st, 2008 meeting, The Design Review Board (DRB) will be reviewing conceptual plans for the Chaffey 206 Lake Street Building. The Board shall provide direction to the applicant and architect on the following items in order to proceed with the next step in the process, the Design Response Conference (DRC):

- A. How the Design Guidelines and Comprehensive Plan policies affect or pertain to the proposed development.
- B. Determine which guidelines and policies apply to the proposed development.
- C. Determine what other materials are needed for the Design Response Conference meeting.

II. BACKGROUND INFORMATION

Project Description: The subject property is located at 206 Lake Street South (see Attachment 1). The applicant, Chaffey Homes Inc. represented by Larry Ho of Freiheit and Ho Architects, is proposing a 4 story mixed use building with structured parking (see Attachment 2). The proposed building would have retail space with parking behind at street level, office space and parking on the second story and residential on the third and fourth stories. The building form will be stepped back at the third and fourth stories along Lake Street South and 2nd Avenue South. Access to the site would be from both Lake Street and 2nd Avenue South. The proposal incorporates a chamfered corner with landscape features at the corner of Lake and 2nd.

Existing Site Conditions: The subject property is located in the CBD 1 (Central Business District 1) zone and within Design District 1B. The site is currently occupied by a surface parking lot containing approximately 35 stalls which provides parking for the building located to the west of the site at 205 Lake Street South. The parking lot is vertically separated from the street level along Lake Street South by a concrete wall that is approximately 8 feet tall. The interior of the lot, on which the parking lot is located, is relatively flat, and then slopes steeply upwards along the east property line. The steep slope continues onto the adjoining properties to the east.

Surrounding Properties: The following are the uses, allowed heights, and zoning of properties adjacent to the subject property:

North: Uses: Properties to the north contain the Portsmouth Condominium development and the Waterfront Market commercial development along Lake Street South.

Zoning: CBD 1 Zone

Allowable Height: Potential maximum height is 55 feet above each abutting right-of-way, measured at the midpoint of the frontage on the abutting right-of-way (for stacked or attached dwelling units with ground floor commercial uses). To achieve this height, development must meet specific design standards further described in Section IV below. The site is bounded on the north by 2nd Avenue South, which is identified as a major pedestrian route in the Comprehensive Plan.

East: Uses: The property to the east contains the Sunset East Condominiums development.

Zoning: PLA 6A Zone

Allowable Height: Within 100 feet of 2nd Street S, the height limit would be 25 feet above average building elevation. Otherwise, 30 feet above average building elevation.

South: Uses: The property to the south contains the Marina Pointe Condominiums Development.

Zoning: PLA 6A Zone

Allowable Height: Within 100 feet of 2nd Street S, the height limit would be 25 feet above average building elevation. Otherwise, 30 feet above average building elevation.

West: Uses: Properties to the west contain the Chaffey Building, a mixed-use building with office and The Fish Café restaurant, a mixed-use building with ground floor retail and residential units above, and a one story office building.

Zoning: CBD1 and WDI

Allowable Height: Within the CBD 2 zone, south of 2nd Avenue S, the maximum height is three stories above Lake Street South as measured at the midpoint of the frontage of the subject property on Lake Street South. The DRB has discretionary authority over buildings exceeding two stories in height. The property located at 217 Lake Street S, which contains a one story office building, is zoned WD 1, which has a maximum height between 30 and 35 feet above average building elevation. These properties are also subject to the City's Shoreline Regulations.

Photographs have been submitted by the applicant to help understand the context of the site (see Attachment 2).

III. KEY ZONING REGULATIONS

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

- A. Permitted Uses: Permitted uses include, but are not limited to retail, office, and stacked or attached dwelling units. Office and stacked or attached dwelling units can only be located on the street level floor of a building if there is a retail space extending a maximum of 30 feet of the building depth between this use and the abutting right-of-way. Reductions in the minimum retail depth can be approved, subject to compliance with established criteria.

Staff Comment: The proposed retail use shown on the ground floor along the Lake Street South frontage will need to meet the requirements of this section. Additionally, the applicant will need to show that the proposed office/residential lobby complies with applicable codes.

- B. Setbacks: No minimum setback standards

- C. Height: Maximum height in this zone for the proposed uses is 2 to 5 stories above each abutting right-of-way, measured at the midpoint of the frontage on the abutting right-of-way. The DRB has discretionary authority over a building height exceeding two stories. KZC Section 50.62.1 specifies the allowed maximum heights for various uses. The maximum height for ground floor retail is 15 feet, 13 feet for office, and 10 feet for residential. This does not include the provision for allowed height for peaked roofs and/or parapets per KZC Section 50.62.4.

Staff Comment: Based on KZC Section 50.62.1 and the proposed uses, the maximum building height for the proposed structure would be 48 feet above the midpoint of the frontage along Lake Street South.

- D. Lot Coverage: Maximum lot coverage allowed is 100%.
- E. Parking: For retail or office uses, one parking stall is required for every 350 square feet of gross floor area. For stacked or attached dwelling units, 1.7 stalls are required for each dwelling unit. In addition, up to 0.5 spaces per dwelling unit can be requested for guest parking spaces. Shared parking arrangements can be considered, depending on the combination of uses proposed and the operating characteristics of the different uses.

Staff Comment: Exact use square footages and unit counts are not known at this time, but the project will need to comply the applicable parking requirements. Zoning permit file IIB-82-77 approved the construction of a mixed-use office and restaurant at the property located to the west across Lake Street S at 205 Lake Street S. As part of this approval, the subject property was included in the proposal as a parking lot to serve the uses at 205 Lake Street South. Therefore, when the subject property redevelops it will need to have adequate parking to accommodate the uses located at 205 Lake Street S in addition to meeting the zoning standards for the CBD 1 zone. The applicant notes this requirement in the project narrative.

IV. KEY SHORELINE REGULATIONS

Approximately half of the subject property is located within the jurisdiction of the Shoreline Master Program and is located in the Urban Mixed Use 1 Shoreline Environment. As a result, the regulations in Kirkland Municipal Code Section 24.05 apply to this portion of the site. The applicable use regulations for residential (attached and stacked dwelling unit), and retail, office uses are attached (see Attachment 4). Although the DRB does not have authority over the Shoreline Master Program, the following regulations are important to point out as they form the basis of any new development on the site.

- A. Permitted Uses: The proposed residential (attached and stacked dwelling unit), and retail, office uses, in the Urban Mixed Use 1 Shoreline Environment, require approval of a Substantial Development Permit.

Staff Comment: The applicant will be required to submit and get approval of Substantial Development Permit application.

- B. Lot Size:
- Residential: 7,200 square foot lot, 1 unit per 1,800 square feet of lot area
 - Office/ Retail: No minimum lot size

Staff Comment: The applicant will need to show that the proposed residential use complies with the density requirement.

- C. Required Yards (Setbacks): The required yards for Residential and Office/ Retail Uses in the Urban Mixed Use 1 Shoreline Environment are as follows:
- The front property line yard is zero; provided, however, that any portion of a structure that exceeds a height of thirty feet above average grade level must be set back from the front property line one foot for each five feet that portion exceeds thirty feet in height above average grade level.
 - The high waterline yard is the greater of fifteen feet or fifteen percent of the average parcel depth; provided, however, balconies at least fifteen feet above finished grade may extend up to four feet into the high waterline yard.
 - The minimum dimension of any required yard other than as listed above is zero.

Staff Comment: The applicant will need to ensure compliance with applicable required yard (setback) requirements.

- D. Height: In the Urban Mixed Use 1 Shoreline Environment, Residential and Office/ Retail Use structures may not exceed forty-one feet in height above average grade level.

Staff Comment: It should be noted that the zoning and shoreline height requirements differ in the way that maximum height is calculated. The applicant will need to ensure compliance with both requirements.

V. KEY DOWNTOWN COMPREHENSIVE PLAN POLICIES

The Comprehensive Plan identifies the subject property as being in Design District 1 (see Attachment 3). The following information describes some of the key concepts for this design district:

- A. Building Height: One of the key issues addressed is the potential building height for projects in Design District 1. The Downtown Plan establishes that within Design District 1 the maximum building height should be between two and five stories. Buildings are limited to two stories in height along Lake Street S to reflect the scale of development in Design District 2. Stories above the second story should be setback from the street.
- B. More specifically, the project is located within sub district 1B, which generally establishes that a mix of two to four stories in height is appropriate. However, an additional story of height can be permitted within this sub district, with the goal of encouraging residential use of upper floors and strengthening the retail fabric in the Core Area of the Downtown. The Design Review Board has discretionary authority to determine the appropriate height between 3 and 5 stories. Under the direction provided in the Downtown Plan of the Comprehensive Plan, the 5th story may be considered by the Design Review Board for projects where:

1. At least three of the upper stories are residential;
2. The total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail (or 55 feet total);
3. Stories above the second story are setback significantly from the street; and the building form is stepped back at the third, fourth, and fifth stories to mitigate the additional building mass; and
4. The project provides superior retail space at the street level.
5. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The current conceptual design does not include a request for a 5th story.

- C. The Comprehensive Plan also encourages the building form within this area of Design District 1 to step up from the west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff extending along the east of the subject property.
- D. Pedestrian pathways. A major pedestrian route is identified along the Lake Street South and 2nd Avenue South frontages of the subject property.
- E. Pedestrian orientation. The Comprehensive Plan notes that design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive and safe pedestrian streetscape.
- F. Gateway. The Comprehensive Plan notes that the Downtown's southern border is located at the south side of the project site.

Staff Comment: As the south gateway into the Downtown, this site provides a unique opportunity to enhance the sense of entry into the commercial core.

VI. PEDESTRIAN ORIENTED DESIGN GUIDELINES

In addition to the standard guidelines contained in the Design Guidelines for Pedestrian-Oriented Business Districts (see Attachment 6), the following summarizes some of the key guidelines which apply specifically to the Downtown Kirkland:

Special Considerations for Downtown Kirkland:

- *Most of the business core of Kirkland is already developed with fairly narrow sidewalks. New development should provide sidewalks at the recommended width. Providing wider sidewalks throughout downtown is a long-term endeavor.*

- *Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The Downtown Plan calls for limiting the number of vehicle curb cuts.*
- *Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.*
- *Breaking larger window areas into smaller units to achieve a more intimate scale is most important in Design Districts 1, 2, 4, 8, and the southwest portion of 3 where new buildings should fit with older structures that have traditional-styled windows.*
- *Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.*
- *Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.*
- *Special attention should be paid to both the design and detailing of new buildings on corner sites in the pedestrian oriented design districts. Existing buildings could incorporate some of these elements (human-scale and visual punctuation) through the use of such elements as awnings and well-designed signs at the corner. Downtown Kirkland has several "T" intersections, and the building located at the terminus of the street view corridor presents a high-visibility opportunity for special architectural treatment.*
- *The Downtown Plan's mandate for high-quality development should also be reflected in sign design. No internally lit plastic-faced or can signs should be permitted. All signs in the downtown should be pedestrian oriented. Master-planned sites such as Parkplace may also include signs oriented to automobile traffic for the whole complex.*

See adopted Design Guidelines for Pedestrian Oriented Business Districts for complete text (including explanations).

VII. CONTEXT

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

How does the site relate to its surroundings?

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

What are the Opportunities and Constraints of the Site and Vicinity given the following topics?

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

VIII. DISCUSSION ISSUES

The role of the DRB at the Conceptual Design Conference is to help determine how policies and design guidelines found in the Comprehensive Plan and Pedestrian-Oriented Design Guidelines apply to the proposed development. The following sections and questions below are representative of the City's design guidelines and policies. These questions are to be used as a tool to help identify how design guidelines would apply to the proposed project. The design regulations found in the Zoning Code go into greater depth regarding the guidelines below and may be used as a reference.

A. Scale

1. How do the building massing options meet the policies and guidelines regarding a two story building along Lake Street and stepping back at the upper building stories?
2. How should proposed massing address and/or fit the context of the site as well as with planned development in the immediate vicinity?
3. What are the key vantages of the project?

4. Identify appropriate mitigation techniques for building massing. Possible techniques include vertical and horizontal modulation, corner treatment, and roof forms.

B. Access

1. Pedestrian Orientation

- a. How do the proposed massing and/or proposed structures relate or respond to the pedestrian environment?
- b. What are the opportunities for pedestrian oriented spaces at the street level (plazas outdoor dining)
- c. Connectivity to surrounding properties and City right-of-way.
- d. What are the key pedestrian connections?
- e. How would the project engage pedestrians?

2. Vehicular Access

- a. What are the options for site access?
- b. What are the options for parking?

C. Open Space and Landscaping

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

IX. ITEMS REQUIRED FOR DESIGN RESPONSE CONFERENCE

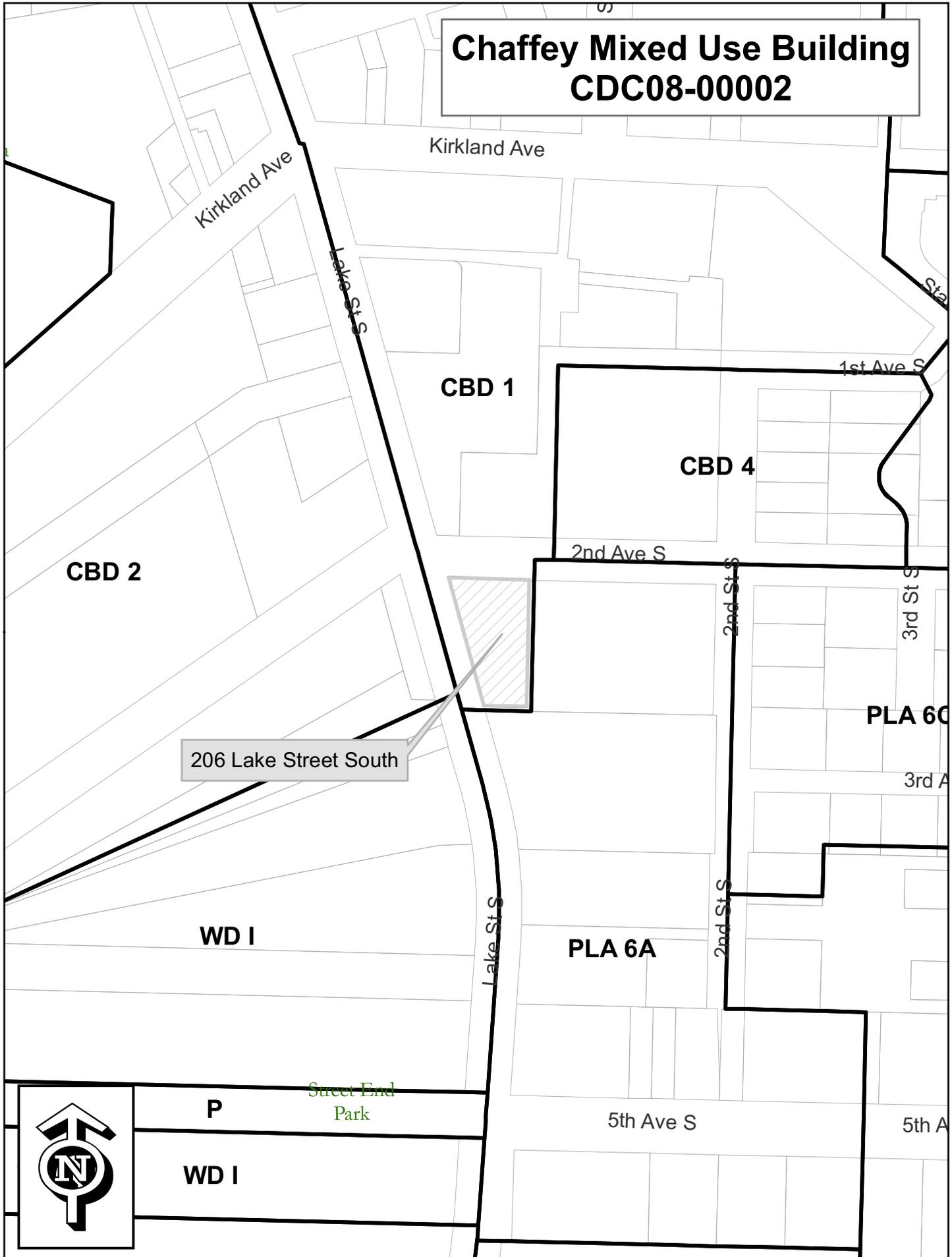
The Design Review Board shall determine what models, drawings, perspectives, 3-D CAD model, or other application materials the applicant will need to submit with the design review application.

If you have any questions or requests for additional information, please email me at tleavitt@ci.kirkland.wa.us or call me at (425) 587-3253.

X. ATTACHMENTS:

1. Vicinity Map
2. Chaffey 206 Lake Street CDC Packet
3. CBD-1 Use Zone Chart
4. Shoreline Master Program Use Regulations
5. Comprehensive Plan Sections
6. Summary of the Design Guidelines for Pedestrian-Oriented Business Districts

Chaffey Mixed Use Building CDC08-00002



**206 LAKE STREET
KIRKLAND
WASHINGTON**

CONCEPTUAL DESIGN

MAY, 2008

Existing Conditions:

The property is located at the intersection of Lake Street S. and 2nd Avenue South, Kirkland.

The property size is 15,463 S.F. The existing use is parking lot for the Chaffey Office Building across street. There are 34 existing on grade parking stalls on the property. The parking area of the property is paved in asphalt and the other area is landscaped.

There are two entrances to the property: one is the vehicle access on 2nd Avenue South, another one is a secondary access for pedestrian use on Lake Street S.

The site is sloping downward from east to west with an approximate ten percent slope. It ends with an 8-foot-high concrete retaining wall facing Lake Street S. The height difference between the lowest edge of the property and Lake Street S. is about 7 feet. There are 9 street trees along Lake Street S., between sidewalk and the existing retaining wall.

Adjacent Development and Site Context:

The property fronts on Lake Street S. At the west side of Lake Street S., from north to south, are a retail building, an office bldg with restaurant, the 3-story Chaffey office building and 2-story residential buildings. At the east side of the street, from north to south, are a mixed-use 6-story building, our property, a 4-story residential building to the east of our property, and a 4-story residential building.

Most of the neighboring building contributes to a pedestrian streetscape. The Port Smith building has retail and residential entrances at the first level. The 4-story residential building to the south has a terrace landscape.

Lake Street S. is a 30-foot-wide two lane arterial to downtown Kirkland. It is a pedestrian oriented street, which requires a 10-foot-wide sidewalk along the entire frontage of the subject property. 2nd Avenue S. is a two lane road connecting Lake Street S. at west. It has an approximate 17 percent slope upward from Lake Street S.

Zone Requirements:

The property is in CBD-1 zone. About 2/3 of the total site is within 200 feet of the shoreline. The maximum allowable shoreline building height is 35'. Parking requirements for retail and office is one stall per 350 S.F., and 1.7 stalls per residential unit. The existing Chaffey office building requires 34 parking stalls, which will be provided in this project.

Architectural Design Proposal:

Our approach to the design of this building is to create a new mixed-use building with the pedestrian friendly environment, lend a sense of arrival to Kirkland downtown, and yet create least passive impact on the surrounding. Detailed design proposal is as follows:

1. **4-story mixed-use building.** It will be a 4-story building with retail at street level, office at 2nd level and 2 stories of living units above.
2. **Retail space at street level.** Compared to the existing concrete retailing wall, the new building will have a 100-foot-long retail façade along Lake Street S., and 40-foot-long retail façade along 2nd Avenue.
3. **Setback of upper levels.** The building form will be stepped back at third and fourth levels along Lake Street S. and 2nd Avenue South.
4. **Chamfered corner.** The 2nd Avenue South allows view of Lake Washington. Currently, the distance between our property line and the 6-story residential building across the street is more than 56 feet. To strengthen this view corridor, the proposed building will have a chamfered corner with landscape features at the intersection of the two streets.
5. **Minimized vehicle accesses and hidden garage.** Besides providing parking for the proposed building, our project should also provide parking for Chaffey Office across street. The design proposal will solve this challenge by hiding all parking either behind retail and office space or underground. There is only one vehicle access from each street. Each access will be 30 feet wide. The proposed access has been tentatively approved by City Engineering & Traffic staff.

Besides these common features, we have looked at three massing concept for the project:

Scheme A:

Create terraced corner to welcome people to Kirkland, to echo with the neighboring terraced landscape, and to provide patios for the office and units above. Bay windows, balconies and sunshades are combined to provide human scale at the main façade.

Scheme B:

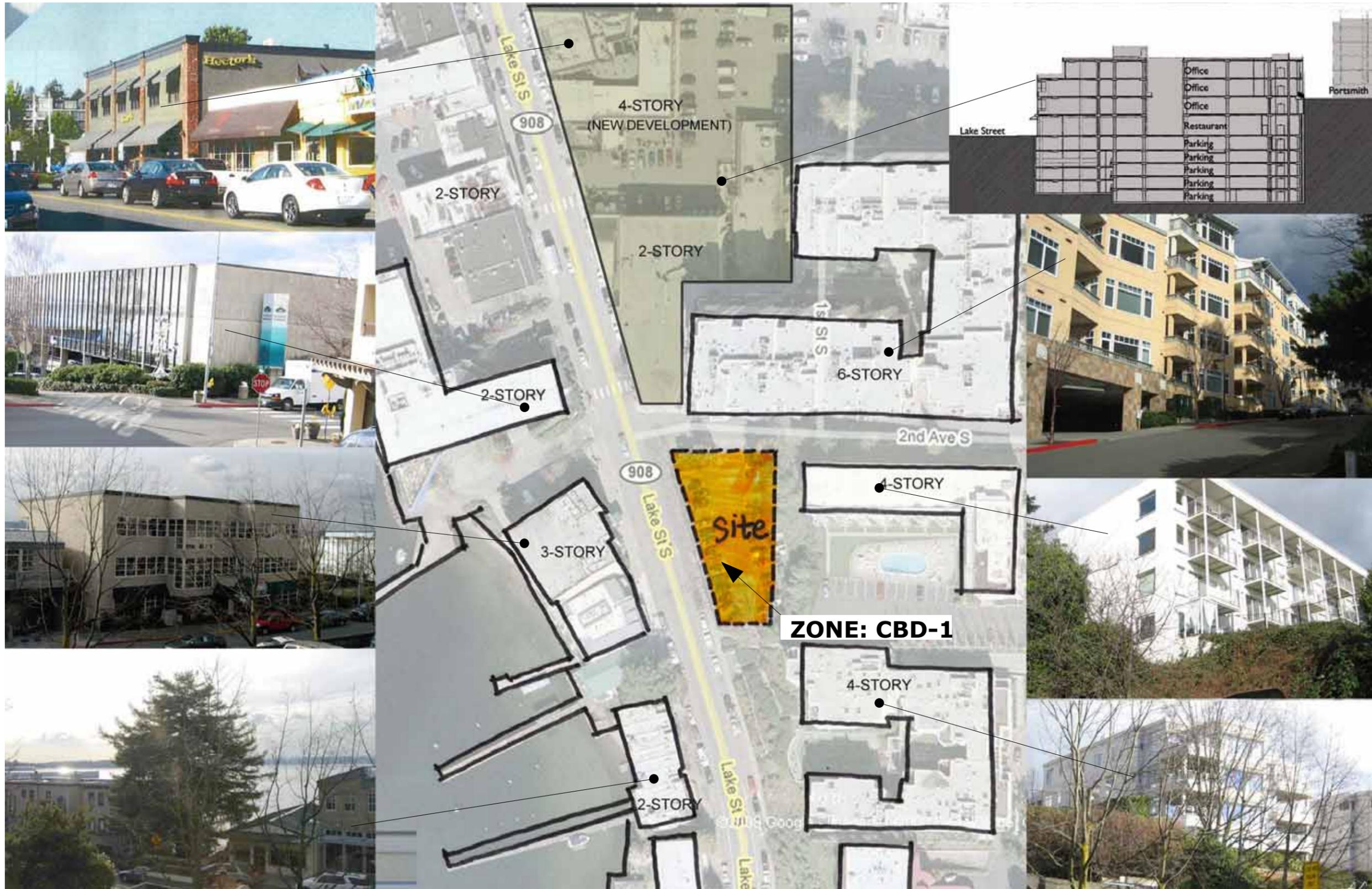
Make building setback at the south-west corner to reduce the bulk of the building as seen on Lake Street S. Create architectural feature on the frontage to break up the façade.

Scheme C:

Create pleated façade with intermittent balconies so that the building form fits the site-shape elegantly. Its unique form creates a strong architectural statement and provides flexibility for adjusting the number of living units.

PROJECT GOAL

- Provide desirable mixed-use housing
- Create pedestrian friendly environment
- Lend sense of arrival to Kirkland downtown



206 LAKE STREET

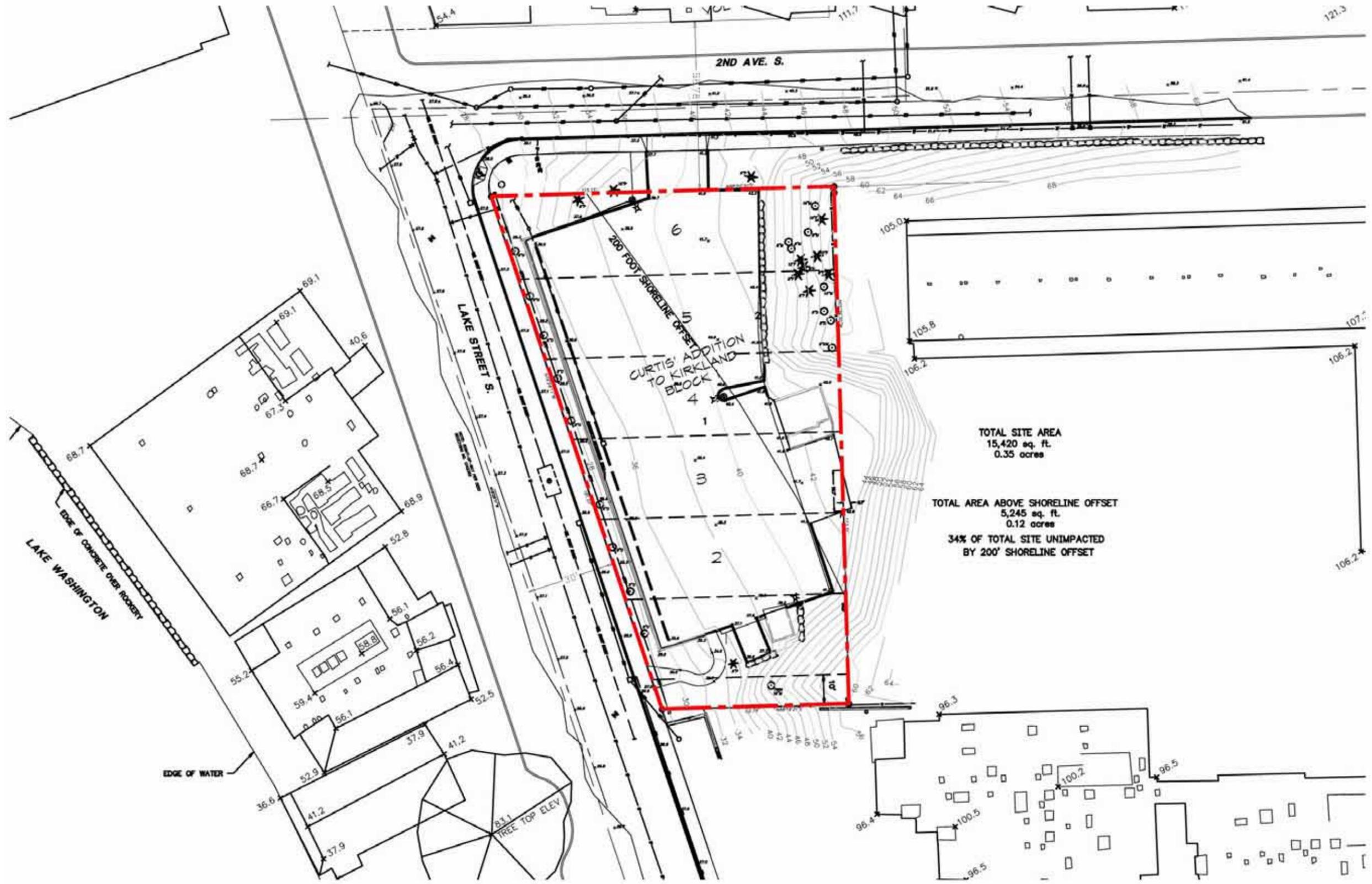
I SITE LOCATION





206 LAKE STREET

I SITE CONDITION



206 LAKE STREET

I SITE SURVEY





- MAXIMUM ZONING
- BUILDING SETBACK AT 1 ST FLOOR TO MEET 10' SIDEWALK REQUIREMENT
- PROPERTY LINE

AVERAGE GRADE: 39'-6"
ALLOWABLE SHORELINE BUILDING HEIGHT: 35'-0" (MAXIMUM BUILDING ELEVATION 74'-6")

206 LAKE STREET

I MAXIMUM ZONING MASSING MODEL





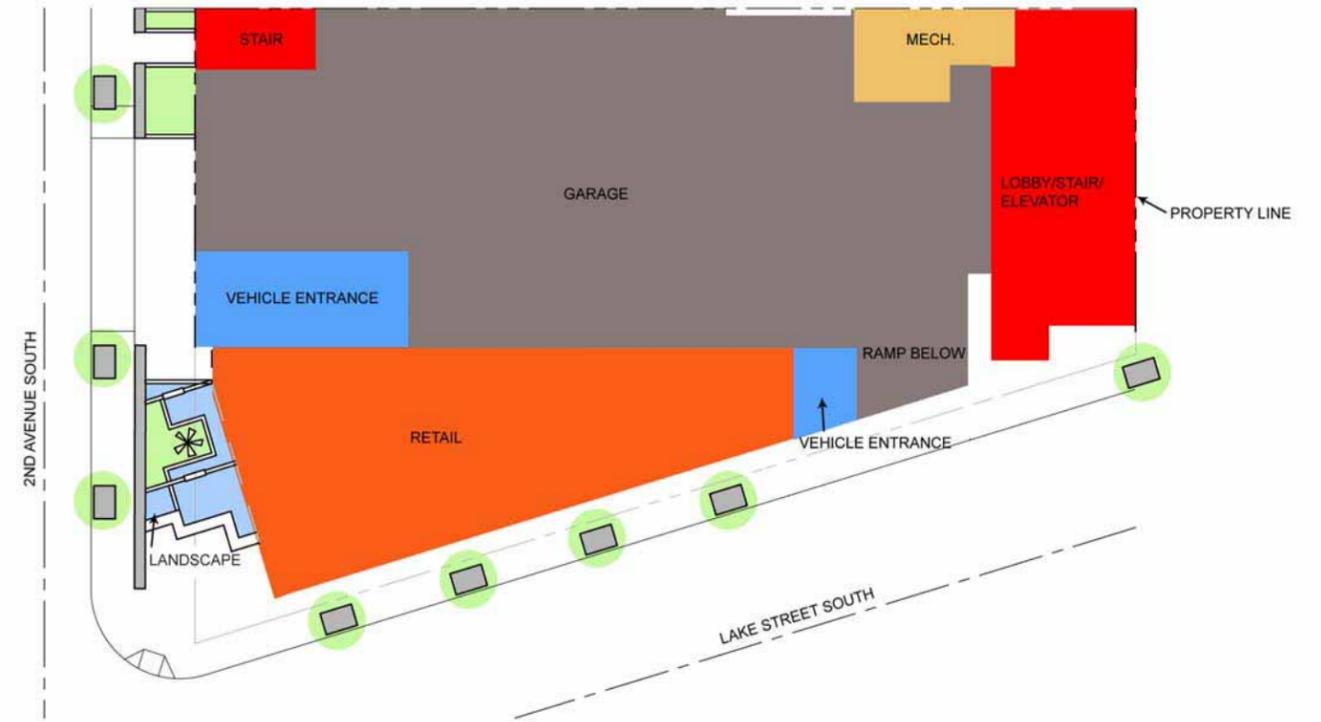
The new building on the site should provide sense of arrival to the vibrant downtown Kirkland.



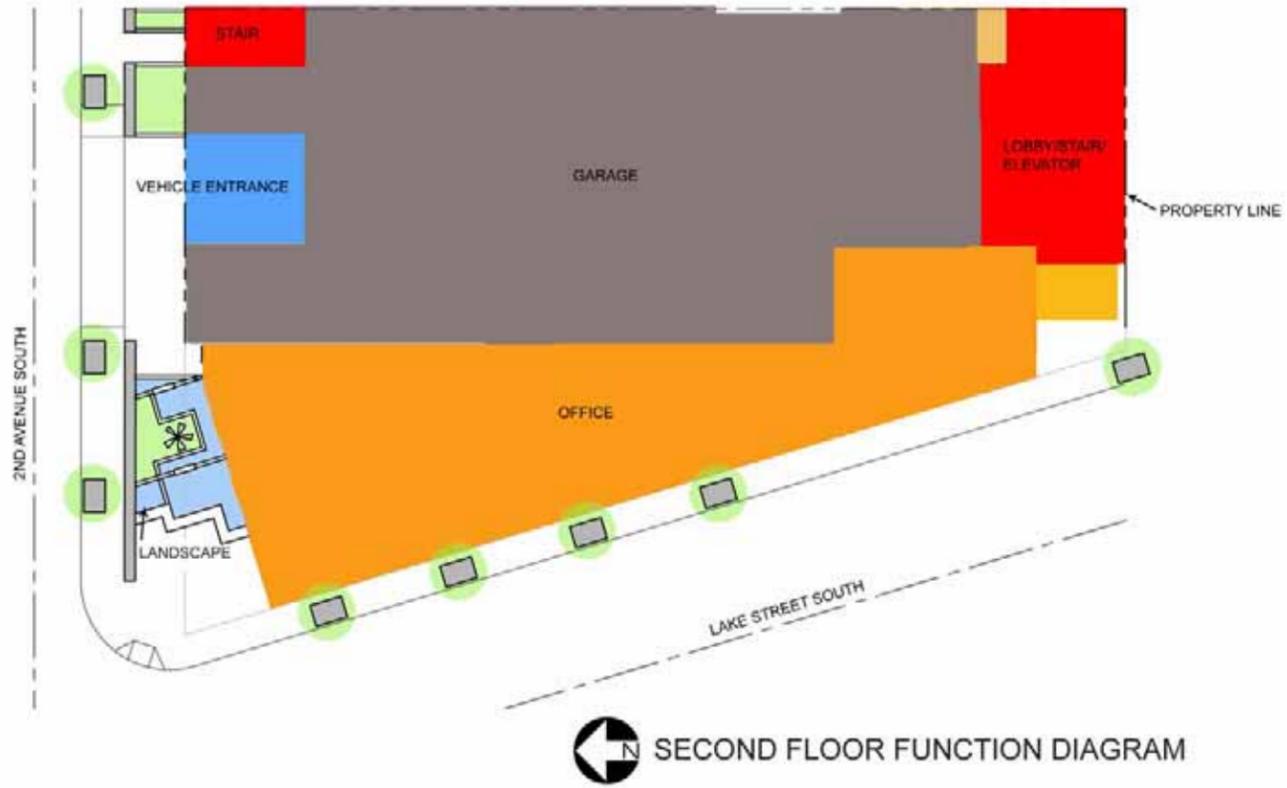
The new building on the site should help enhance the pedestrian friendly environment along Lake Street. S.

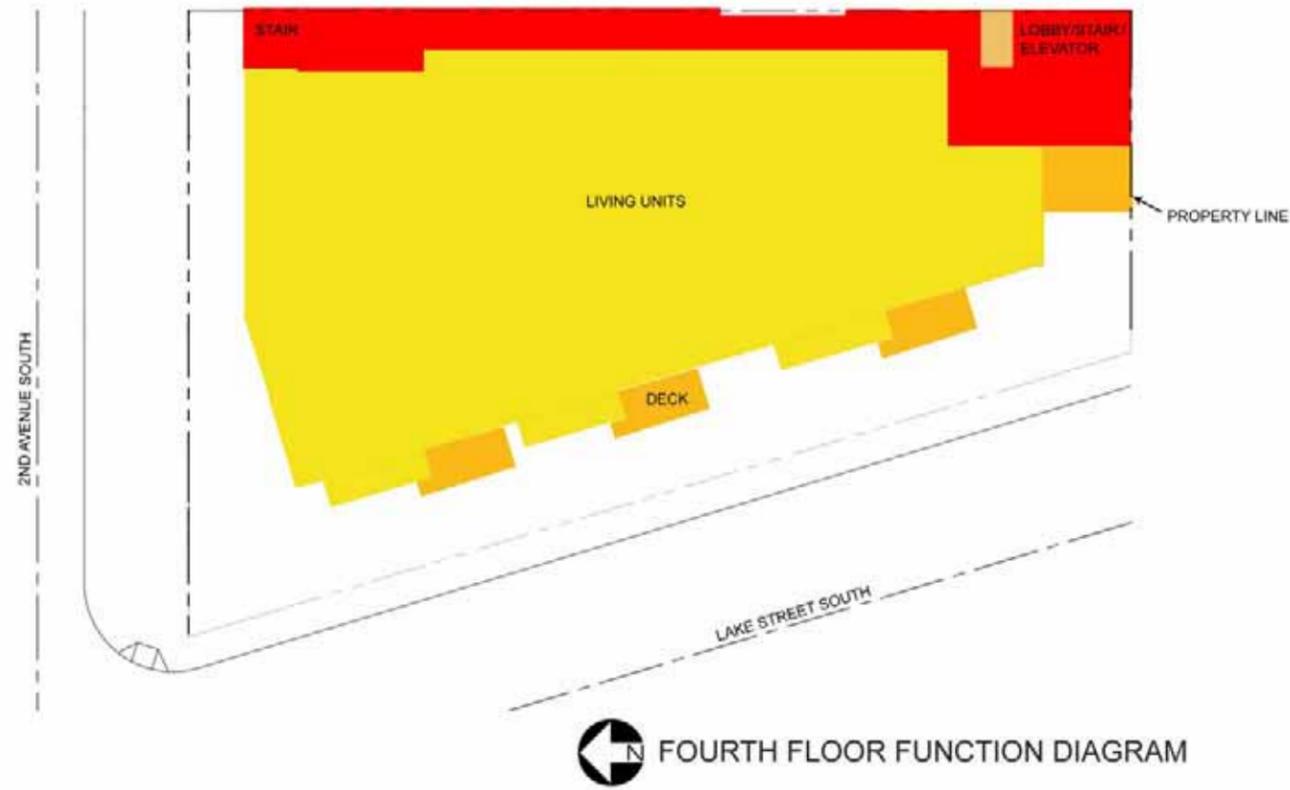


← N BASEMENT FLOOR FUNCTION DIAGRAM

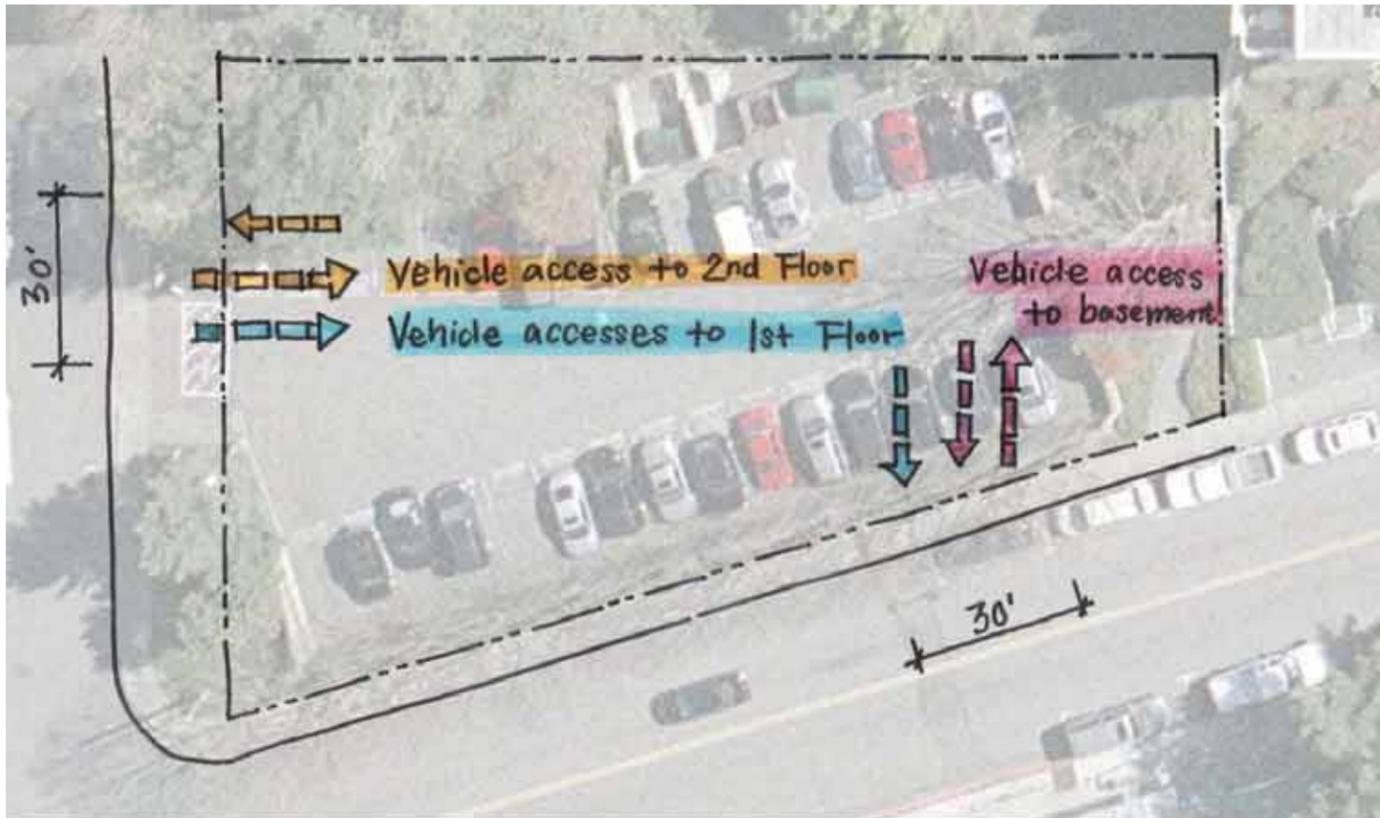


← N FIRST FLOOR FUNCTION DIAGRAM





BUILDING SECTION A



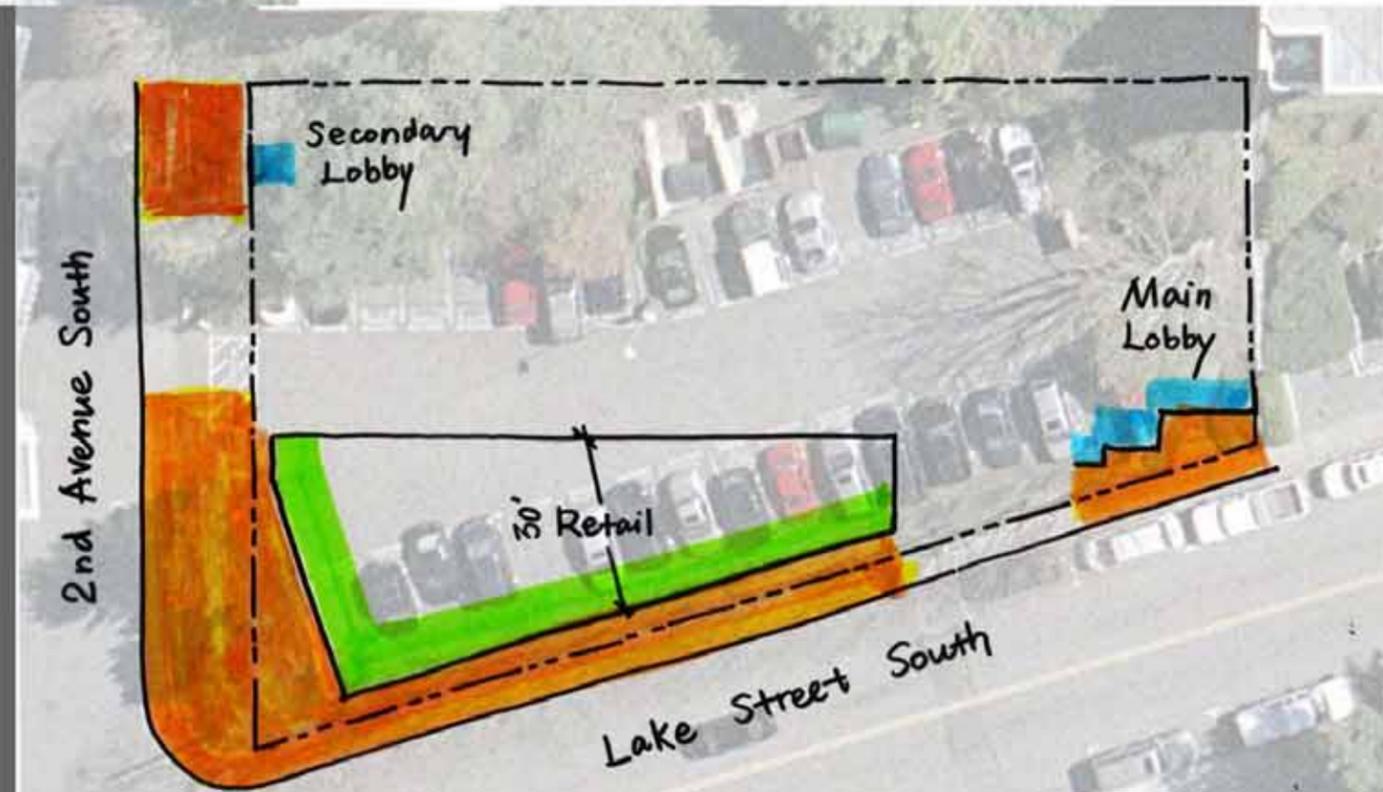
MINIMIZE VEHICLE ACCESS

ONLY ONE ACCESS ON EACH STREET

MAXIMIZE PEDESTRIAN USE

BESIDES PARKING ACCESSES, ALL REMAINING FACADE ALONG LAKE ST. SOUTH & 2ND AVE. ARE PEDESTRIAN USE.

AVERAGE RETAIL DEPTH = 30'



206 LAKE STREET

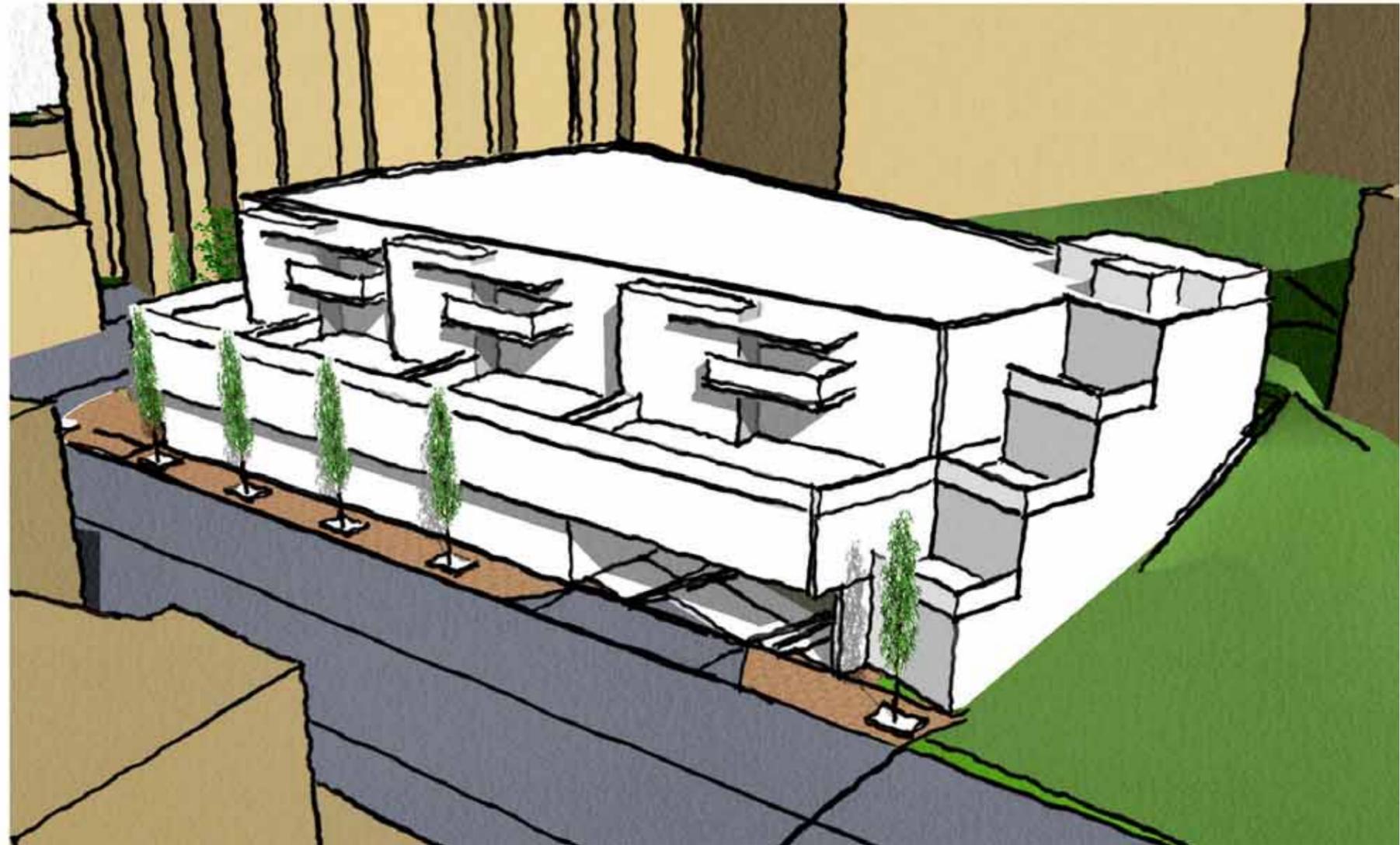
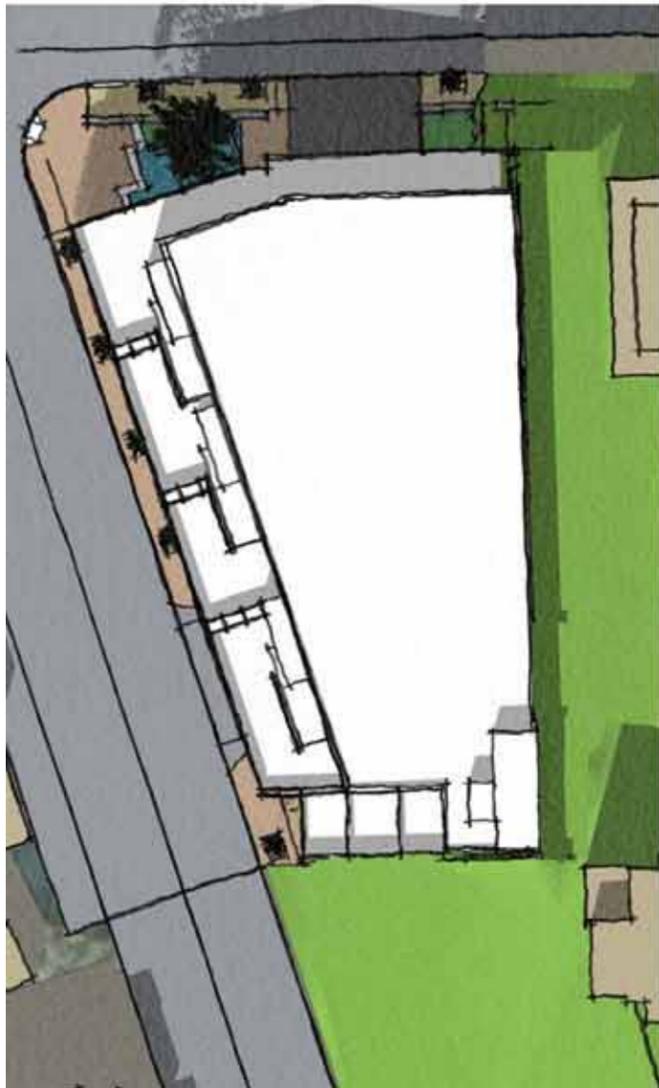
I MAXIMIZE PEDESTRIAN USE & MINIMIZE VEHICLE ACCESS

UNIQUE FEATURES

TERRACED CORNER ECHOES WITH THE NEIGHBORING TERRACED LANDSCAPE.

THE OPEN CORNER WELCOMES PEOPLE COMING TO KIRKLAND, WHICH ALSO SERVES AS PATIOS FOR THE OFFICE USE AND UNITS ABOVE.

BAYWINDOWS COMBINED WITH BALCONIES AND SUNSHADE PROVIDED HUMAN SCALE ON MAIN FACADE.



206 LAKE STREET

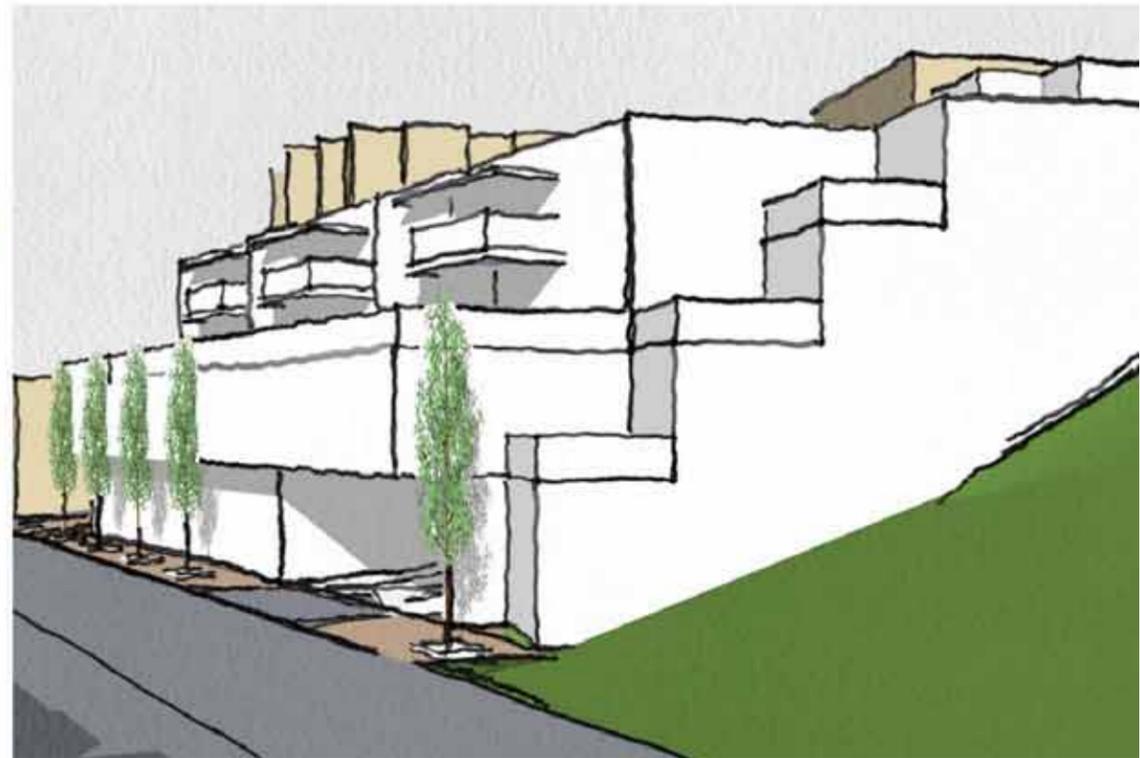
| SCHEME A | ANALYSIS



BIRDS PERSPECTIVE



VIEW ON LAKE ST. S FROM NORTH



VIEW ON LAKE ST. S FROM SOUTH

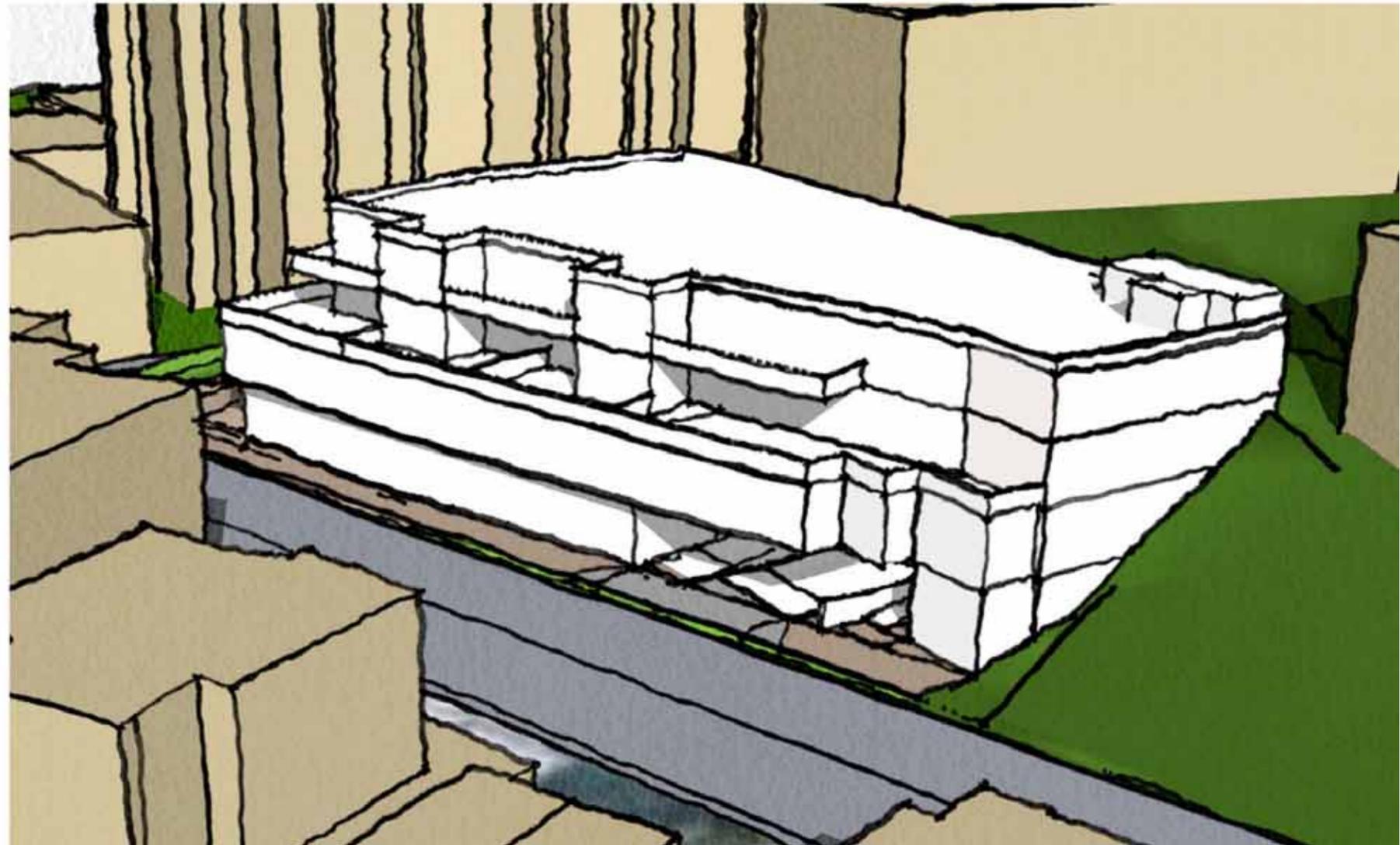
206 LAKE STREET

| SCHEME A | MASSING MODEL

UNIQUE FEATURES

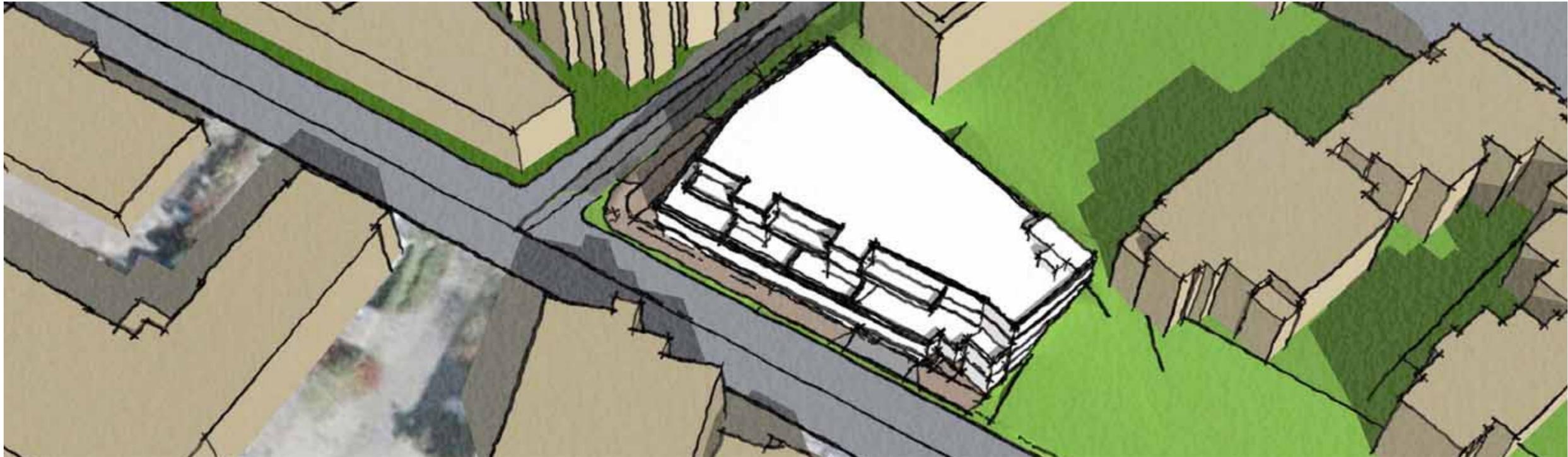
BUILDING INTENTIONEDLY SETBACK AT THE MAIN CORNER. WITH THE ARCHITECTURAL FEATURE ON STREET FACADE, REPRESENTS AN UNPRETENTIOUS DESIGN PHILOSOPHY.

UPPER UNITS HAVE 10' DEEP BALCONY.

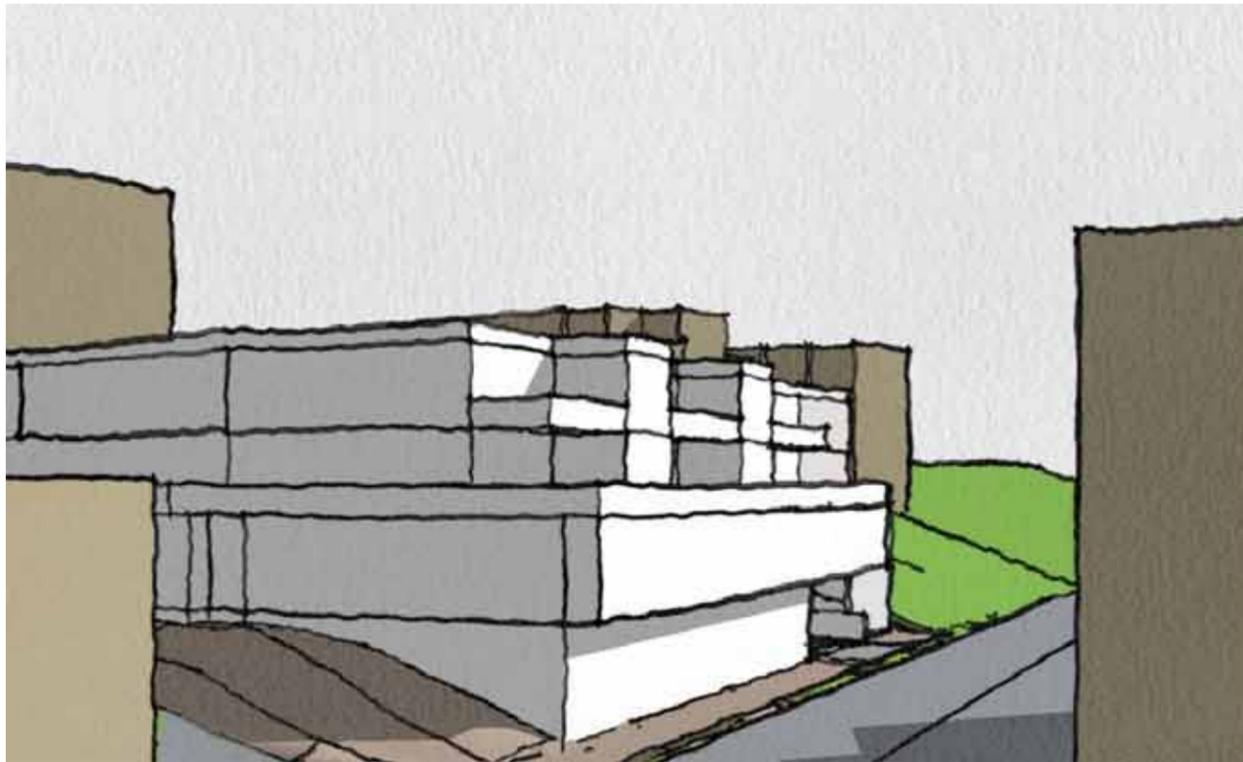


206 LAKE STREET

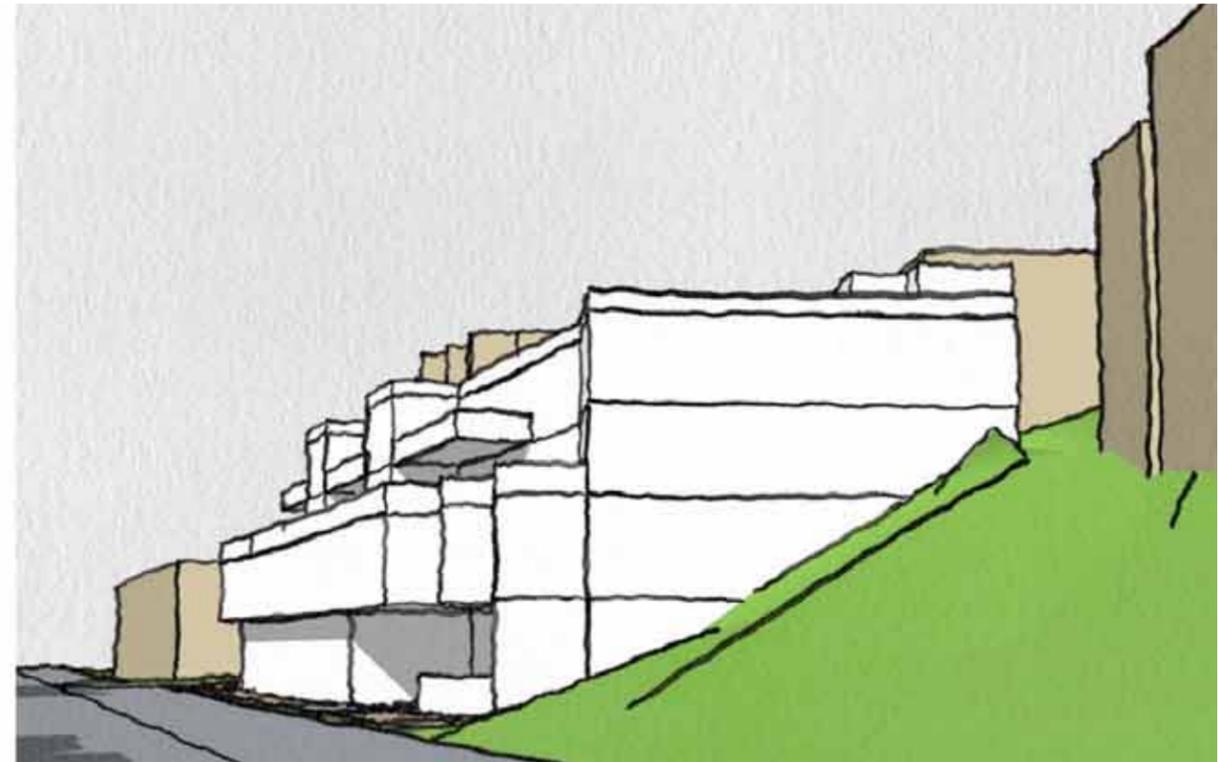
| SCHEME B | ANALYSIS



BIRDS PERSPECTIVE



VIEW ON LAKE ST. S FROM NORTH



VIEW ON LAKE ST. S FROM SOUTH

206 LAKE STREET

| SCHEME B | MASSING MODEL

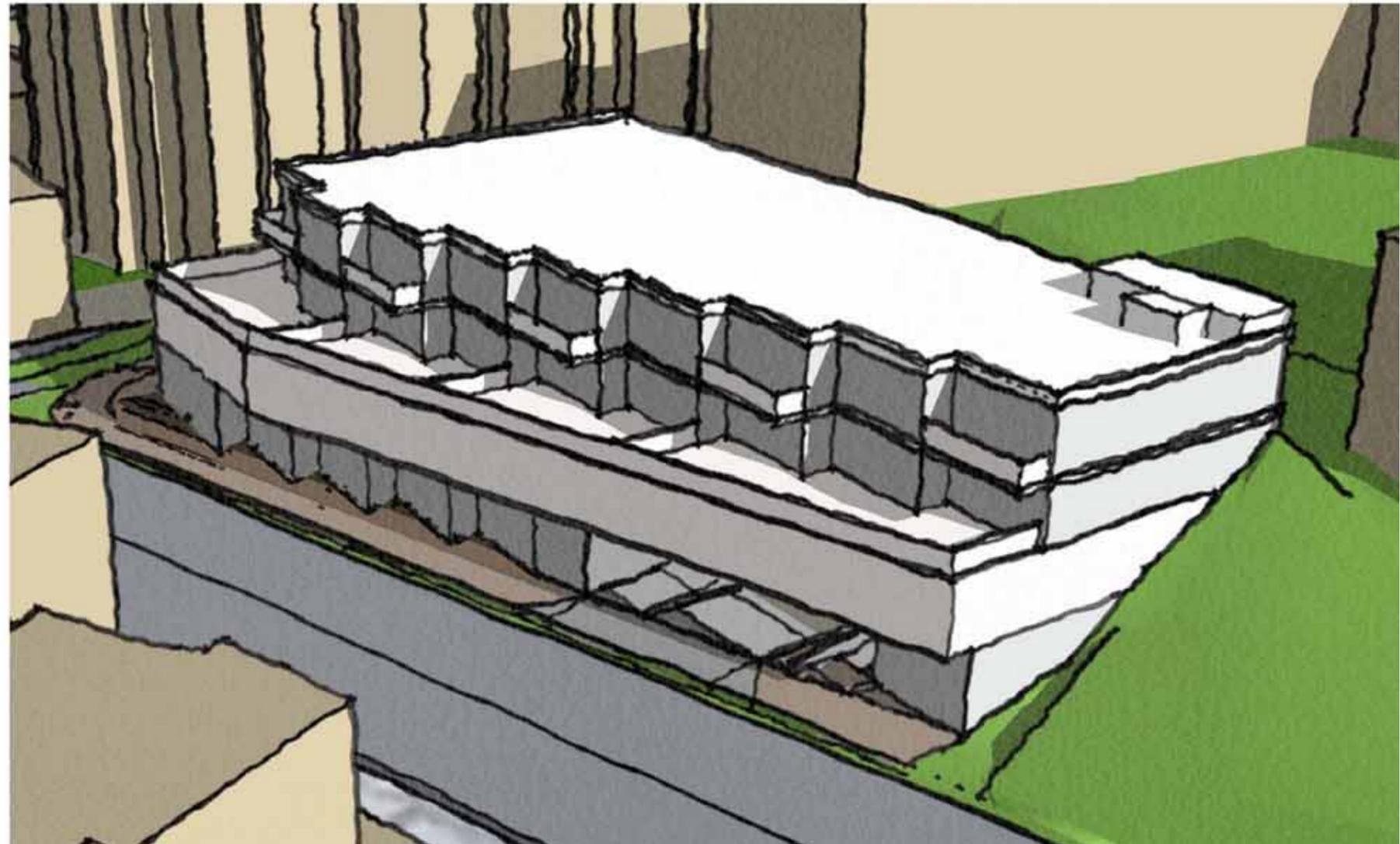
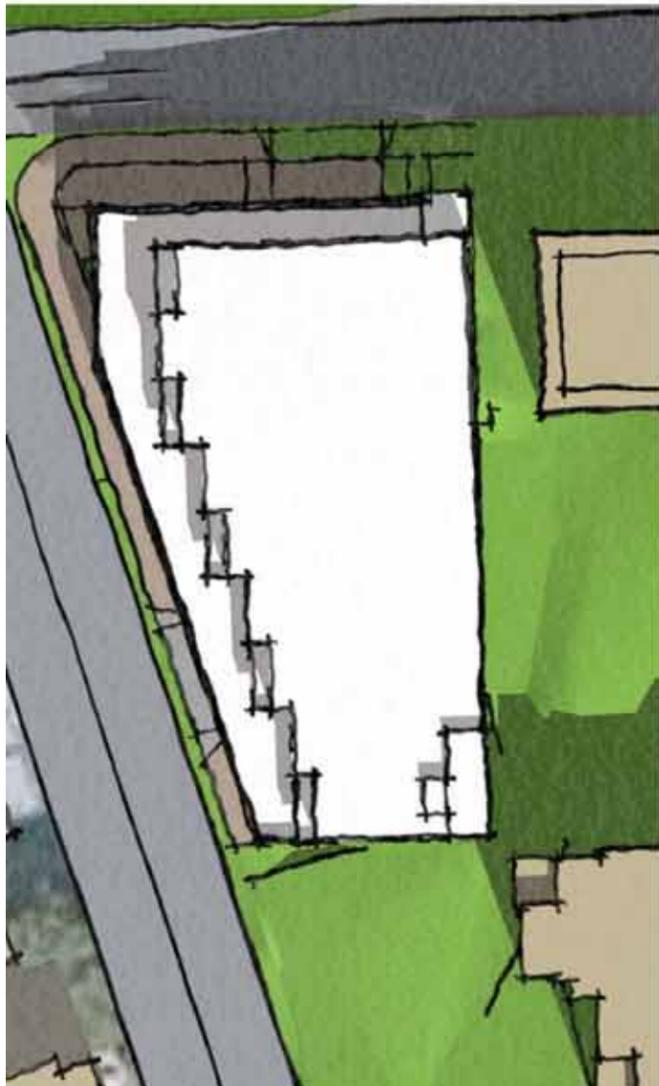
UNIQUE FEATURES

THE PLEATED FACADE WITH INTERMITTENT BALCONIES FITS THE SITE SHAPE ELEGANTLY.

ITS UNIQUE FORM ATTRACTS PEOPLE GETTING INTO KIRKLAND.

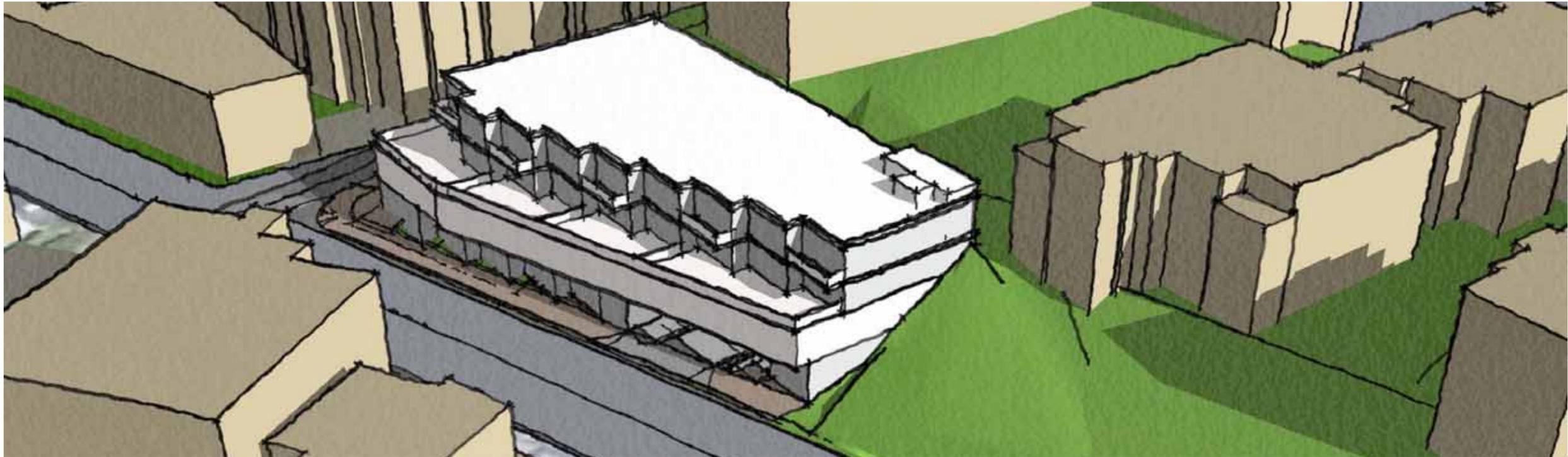
THE PLAN SHAPE PROVIDES FLEXIBILITY IN ADJUSTING UNIT NUMBERS.

EACH UNITS HAVE SOUTH WEST WATERFRONT VIEW.

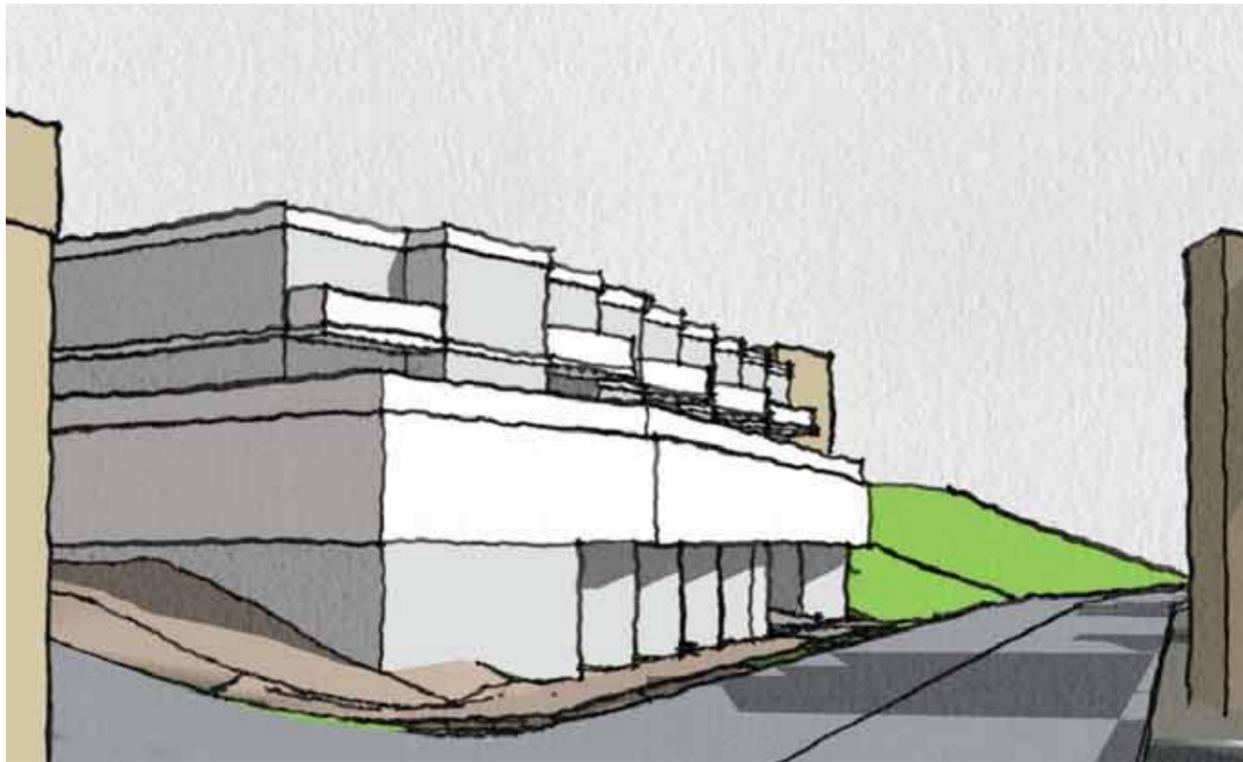


206 LAKE STREET

| SCHEME C | ANALYSIS

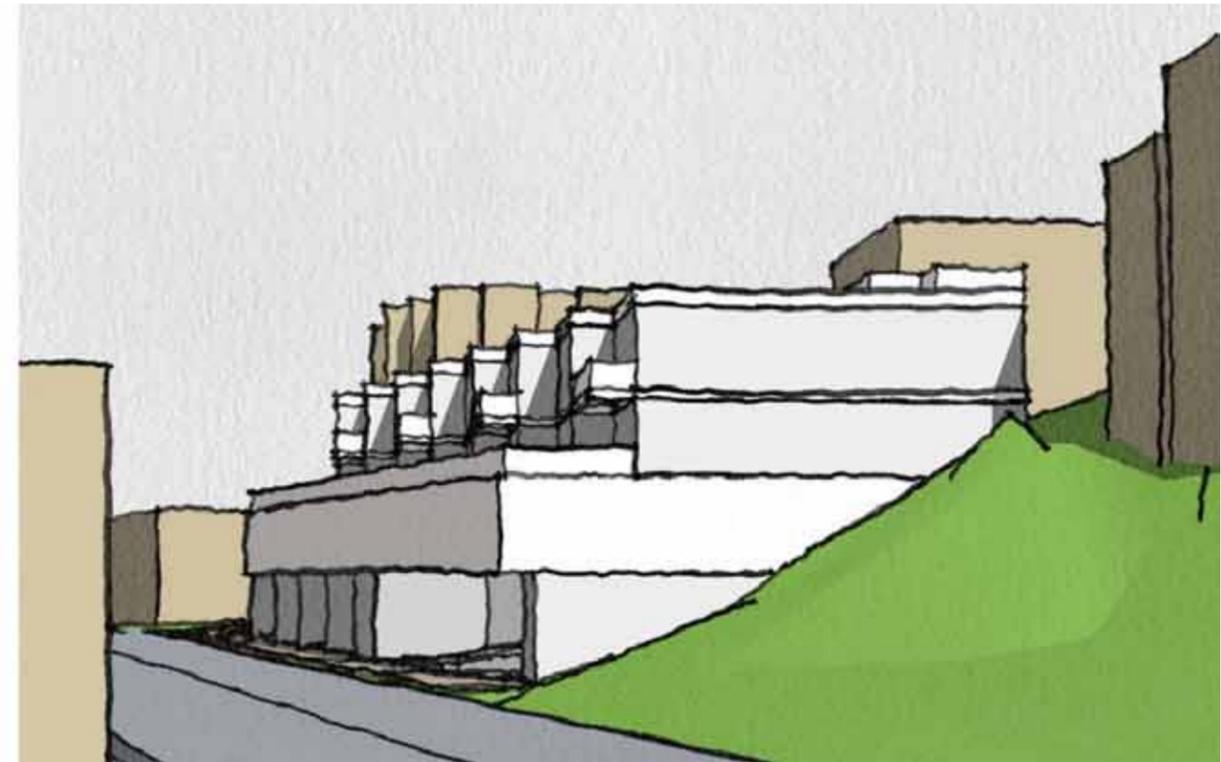


BIRDS PERSPECTIVE



VIEW ON LAKE ST. S FROM NORTH

206 LAKE STREET



VIEW ON LAKE ST. S FROM SOUTH

| SCHEME C | MASSING MODEL



KIRKLAND PUBLIC WORKS DEPARTMENT IS CONSIDERING WIDENING 2ND AVENUE SOUTH.



206 LAKE STREET | LANDSCAPE AREA COMPARISON WITH/WITHOUT WINDENING 2ND AVE. S.

CHAPTER 50 - CENTRAL BUSINESS DISTRICT (CBD) ZONES

50.05 User Guide.

The charts in KZC 50.12 contain the basic zoning regulations that apply in the CBD 1 zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

	<p>Section 50.10 – GENERAL REGULATIONS</p> <p>The following regulations apply to all uses in this zone unless otherwise noted:</p>
	<p>1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.</p>
	<p>2. Height measured at the midpoint of the frontage of the subject property on the abutting right-of-way, excluding First Avenue South. Buildings exceeding two stories must demonstrate compliance with the design regulations of Chapter 92 KZC and all provisions contained in the Downtown Plan. The City will determine compliance with these requirements through Design Review (D.R.).</p>

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.12	 USE  REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Restaurant or Tavern	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	2 to 4 stories above each abutting right-of-way.	D	E	One per each 125 sq. ft. of gross floor area. See KZC 50.60.	1. Drive-in or drive-through facilities are prohibited.
.020	Any Retail Establishment, other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, excluding banking and related financial services										One per each 350 sq. ft. of gross floor area. See KZC 50.60.	1. The following uses are not permitted in this zone: <ol style="list-style-type: none"> Vehicle service stations. The sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors. Drive-in facilities and drive-through facilities. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The assembled manufactured goods are directly related to and dependent upon this use, and are available for purchase and removal from the premises. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.

Section 50.12

Zone
CBD-1

USE ZONE CHART

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

Section 50.12	 REGULATIONS 	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.025	Banking and Related Financial Services	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	2 to 4 stories above each abutting right-of-way.	D	E	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	1. Drive-through facilities are permitted as an accessory use if: <ol style="list-style-type: none"> The drive-through facility existed prior to January 1, 2004, OR the drive-through facility will replace a drive-through facility which existed on January 1, 2004, and which drive-through facility: <ol style="list-style-type: none"> Was demolished to allow redevelopment of the site on which the primary use was located; and Will serve the same business served by the replaced facility, even if that business moves to a new location; and Does not result in a net increase in the number of drive-through lanes serving the primary use; and The Public Works Department determines that vehicle stacking will not impede pedestrian or vehicular movement within the right-of-way, and that the facility will not impede vehicle or pedestrian visibility as vehicles enter the sidewalk zone; and The vehicular access lanes will not be located between the street and the buildings and the configuration of the facility and lanes is generally perpendicular to the street; and Any replacement drive-through facility is reviewed and approved pursuant to Chapter 142 KZC for compliance with the following criteria: <ol style="list-style-type: none"> The design of the vehicular access for any new drive-through facility is compatible with pedestrian walkways and parking access. Disruption of pedestrian travel and continuity of pedestrian-oriented retail is limited by minimizing the width of the facility and associated curb-cuts.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.12	USE REGULATIONS 	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.030	Hotel or Motel	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	2 to 5 stories above each abutting right-of-way.	D	E	One for each room. See Spec. Reg. 2 and KZC 50.60.	1. The following uses are not permitted in this zone: a. Vehicle service stations. b. Vehicle and/or boat sale, repair, service or rental. c. Drive-in facilities and drive-through facilities. 2. The parking requirement for hotel or motel use does not include parking requirements for ancillary meetings and convention facilities. Additional parking requirements for ancillary uses shall be determined on a case-by-case basis.
.040	Entertainment, Cultural and/or Recreational Facility						2 to 4 stories above each abutting right-of-way.			See KZC 50.60 and 105.25.		

Section 50.12		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
USE REGULATIONS			Front	Side	Rear							
 	.060 Private Club or Lodge	D.R., Chapter 142 KZC.	None	0'	0'	0'	100%	2 to 4 stories above each abutting right-of-way.	D	B	See KZC 50.60 and 105.25.	<ol style="list-style-type: none"> This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. Ancillary assembly and manufacture of goods on premises may be permitted as part of an office use if: <ol style="list-style-type: none"> The ancillary assembled or manufactured goods are subordinate to and dependent on this office use; and The outward appearance and impacts of this office use with ancillary assembly and manufacturing activities must be no different from other office uses. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> May only treat small animals on the subject property. Outside runs and other outside facilities for the animals are not permitted. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect signed by an Acoustical Engineer, must be submitted with the D.R. and building permit applications. A veterinary office is not permitted if the subject property contains dwelling units.
	.070 Office Use									D	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	
	.080 Stacked or Attached Dwelling Units									A	1.7 per unit. See KZC 50.60.	
	.090 School, Day-Care Center or Mini School or Day-Care Center									B	See KZC 50.60 and 105.25.	

Section 50.12	 REGULATIONS 	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
Front	Side	Rear	Lot Coverage	Height of Structure								
.100	Assisted Living Facility See Special Regulation 3.	D.R., Chapter 142 KZC.	None	0'	0'	0'	100%	2 to 5 stories above each abutting right-of-way.	D	A	1.7 per independent unit. 1 per assisted living unit. See KZC 50.60.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: a. One parking stall shall be provided for each bed. 3. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.
.110	Public Utility, Government Facility, or Community Facility							2 to 4 stories above each abutting right-of-way.	D See Special Reg. 1.	B	See KZC 50.60 and 105.25.	1. Landscape Category B or C may be required depending on the type of use on the subject property and the impacts associated with the use on nearby uses.
.120	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

50.60 Special Parking Provisions in the CBD 1, 2, and 8 Zones

1. General

The provisions of this section govern parking for uses in the CBD 1, 2, and 8 Zones. To the extent that these provisions conflict with the provisions of Chapter 105 KZC, the provisions of this section prevail. Where no conflict exists, the provisions of Chapter 105 KZC apply to parking for uses in the CBD 1, 2, and 8 Zones.

2. Number of Spaces

To the extent that subsections (3) and (4) of this section require that uses in the CBD 1, 2, and 8 Zones provide parking, the following establishes the number of spaces required:

a. Residential uses must provide 1.7 parking spaces for each dwelling unit and one parking space for each assisted living unit.

b. Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area, except as provided in subsection (3)(a) of this section.

c. All other uses must provide one parking space for each 350 square feet of gross floor area.

3. Certain Floor Area Exempt from Parking Requirements

The following paragraphs establish several situations under which properties within the CBD 1, 2, and 8 Zones are exempt in whole or in part from providing parking spaces:

a. Regardless of use, the owner need not increase the number of parking spaces for any floor area that existed prior to May 12, 2002; provided, that the owner may not decrease the number of parking stalls on the subject property below the number of stalls that was required by any previous development permit, unless the owner complies with the provisions of subsection (4) of this section.

b. The parking obligation of the subject property is reduced as follows:

1) If new floor area was created or existing floor area converted to a more parking intensive use between September 20, 1976, and October 4, 1982, the number of stalls required for the subject property is reduced by the amount of the subject property's assessment under LID #119 divided by \$2,300.

2) If new floor area is created or existing floor area is converted to a more parking intensive use after October 4, 1982, the number of stalls required for the subject property is reduced by the amount of the subject property's assessment under LID #119 divided by \$6,000.

3) If the subject property was vacant as of September 18, 1978, the number of parking stalls required for the subject property is reduced by one for each 350 square feet of gross floor area created on the ground floor of the subject property.

c. Any property that paid into the special parking fund specified in subsection (4)(b) of this section shall be credited toward any parking obligations incurred in the future in the amount of one stall for each stall originally paid into the fund.

4. Options for Meeting Parking Obligations

The applicant may meet his/her parking obligation, computed using subsection (2) of this section, by providing the required number of parking stalls in the building or on the building site containing the primary use conducted on the subject property. The applicant may propose to meet all or a portion of the parking obligation by paying a fee-in-lieu of parking for each required parking stall or fraction of a stall into a special fund that will be used to provide and upgrade municipal off-street parking within the CBD, Planned Areas 6 or 7 Zones, or park/public use zones located adjacent to the CBD. The per-stall fee shall be \$20,000 in 2006 dollars and shall be adjusted annually in November of each subsequent year based on the "Engineering News Record" Construction Cost Index 20-City average (ENR CCI) for November. The actual fee-in-lieu amount shall be

established at the time of payment.

The City may consider the applicant's proposal and shall base its decision whether to grant approval on whether the City has current plans or programs in place to provide or upgrade municipal off-street parking within the CBD, Planned Area 6 or 7 Zones, or park-public use zones located adjacent to the CBD. Plans and programs shall include capital improvement program projects for future off-street parking. The City's decision will be made by the Planning Director as part of the permit process for the applicant's project. The Director may approve the request, reject the request, or approve a lesser number of in-lieu parking stalls than requested.

50.62 Building Height Provisions in the CBD

1. In cases where the height of structures is specified in number of stories, the following heights per story are allowed:
 - a. Ground floor retail; ground floor restaurant and tavern; ground floor entertainment/cultural and/or recreational facility shall be a minimum of 13 feet in height and a maximum of 15 feet in height.
 - b. Office; private club or lodge; church; school, day-care center; public utility, government facility, or community facility; public park; ground floor of hotel or motel; retail above the ground floor shall be a maximum of 13 feet.
 - c. Residential; hotel or motel above the ground floor shall be a maximum of 10 feet.
2. To determine the allowed height of structure, determine the number of stories allowed in the use zone charts and apply the allowed height per story specified in subsection (1) of this section. For example, if three stories are allowed and the proposed use is ground floor retail with two stories of residential above, the allowed height would be 35 feet.

Buildings which are not constructed with the maximum allowable number of stories may increase the height of the stories actually constructed by an amount that does not result in a height greater than that which would have resulted from a building constructed with the maximum allowable number of stories. For the purpose of this height calculation, it shall be assumed that each unconstructed story would have been used for residential purposes if constructed, and therefore allows an additional 10 feet of height that can be added to the building.

For example, if three stories are allowed, but only two stories are constructed, an additional 10 feet may be added to the building height.
3. Height shall be measured above the point of measurement (e.g, above average building elevation, or above right-of-way) as specified in the particular use zone charts. For purposes of measuring building height above the abutting right(s)-of-way, alleys shall be excluded.
4. In addition to the height exceptions established by KZC 115.60, the following exceptions to height regulations in CBD zones 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 or greater than four feet vertical to 12 feet horizontal.

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3. DOWNTOWN PLAN

A. VISION STATEMENT

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirklanders by Downtown's historic role as the cultural and civic heart of the community.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

B. LAND USE

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The Downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurant and offices only) and lessens the opportunities and reasons for Kirklanders to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown's vision, care must be

taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Land use districts in the Downtown area are identified in Figure C-3.

Figure C-3 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

CORE AREA

Pedestrian activity in the core area is to be enhanced.

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirklanders and visitors alike.

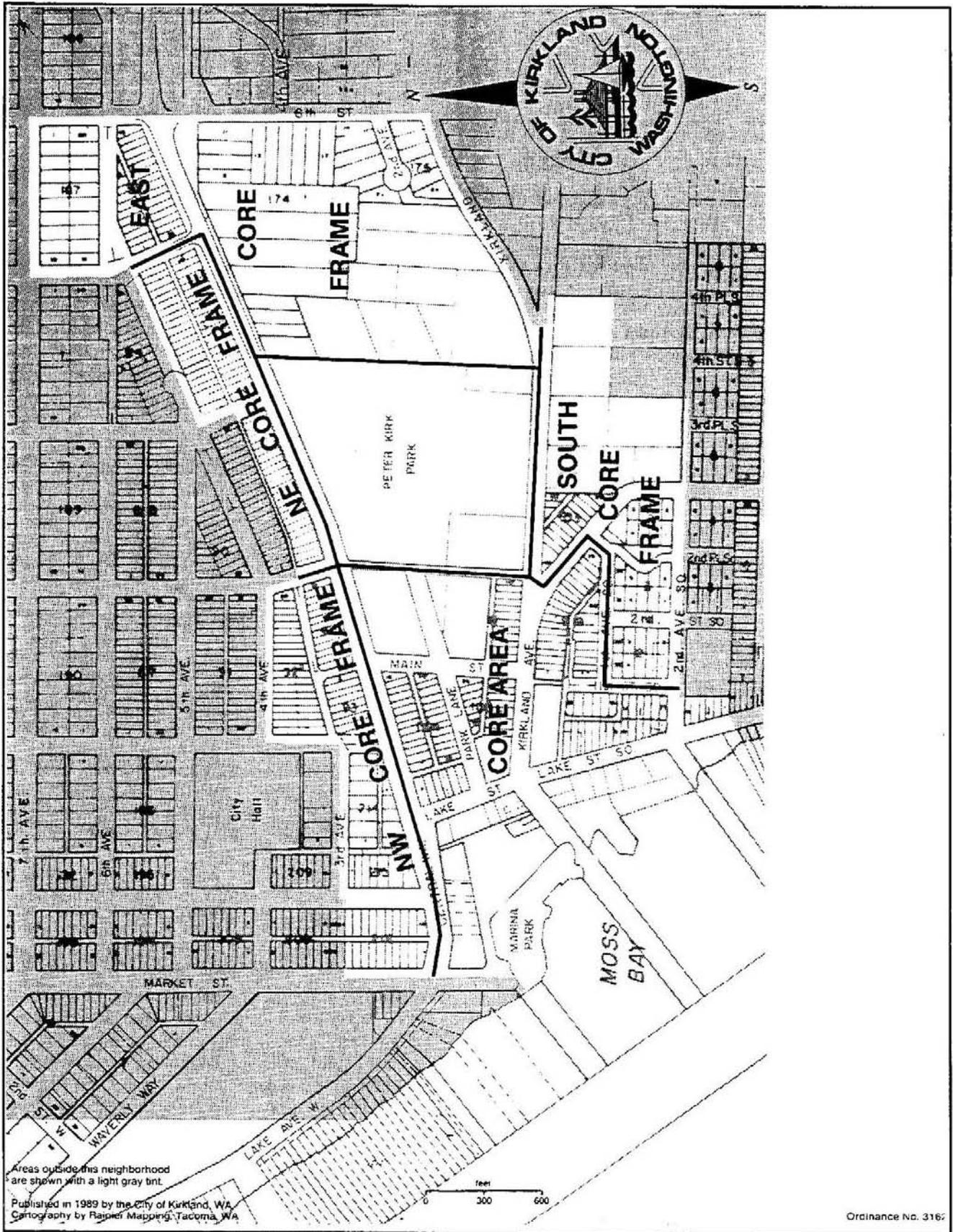


Figure C-3: Downtown Land Use Districts

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Drive-through facilities and ground-floor offices are prohibited.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment. For example, in areas where take-out eating facilities are permitted, a litter surcharge on business licenses should be considered as a means to pay for additional trash receptacles or cleaning crews.

The creation and enhancement of public open spaces is discussed.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. **The establishment and use of public spaces should be promoted.** Surface parking lots should be eliminated in favor of structured parking. In the interim, their role as one form of open area in the Downtown should be improved with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

A high-priority policy objective should be for developers to include only enough parking stalls in their projects within the core area to meet the immediate need and to locate the majority of their

parking in the core frame. This approach would reserve the majority of core land area for pedestrian movement and uses and yet recognize that the adjacent core frame is within a very short walk.

The City should generally avoid vacating alleys and streets in the core area. The existing network of street and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

NORTHWEST CORE FRAME

Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame.

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable provided that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure C-4). Developers should be encouraged to include surplus public parking in their projects, or to incorporate private parking “transferred” from projects in the core or funded by the fee-in-lieu or other municipal source. While pedestrian pathways are not as critical in this area as they are in the core, drive-through facilities should nevertheless be encouraged to locate elsewhere, to the east of 3rd Street.

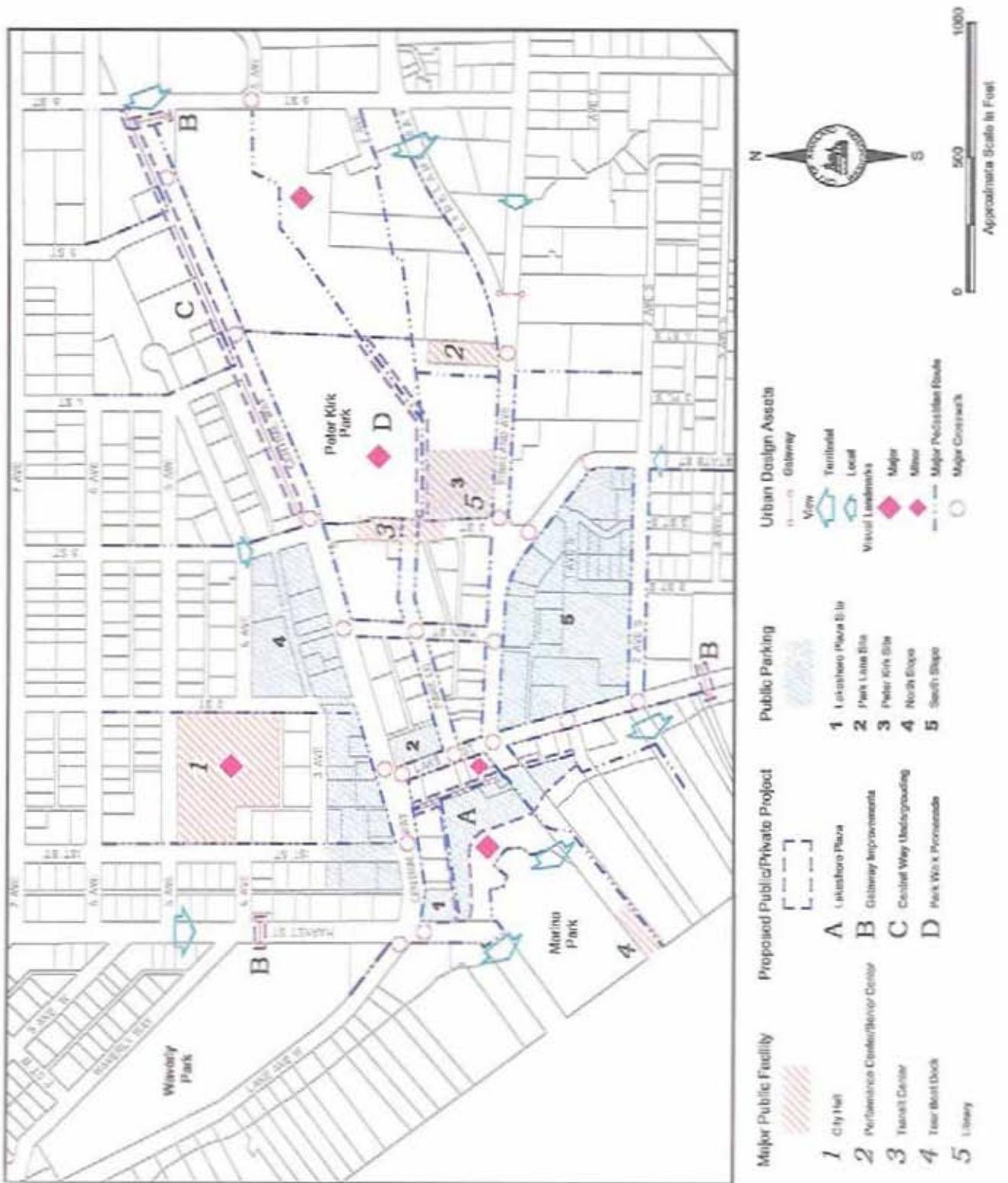


Figure C-4: Downtown Master Plan

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NORTHEAST CORE FRAME

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

The Northeast Core Frame currently contains the bulk of the Downtown area's automobile-oriented uses. Redevelopment or new development in this area should be encouraged to represent a broader range of commercial uses.

Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. Development should also underground utilities, and incorporate parking lot landscaping and a reduction in lot coverage in site design. This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

EAST CORE FRAME

Development in the East Core Frame should be in large, intensively developed mixed-use projects.

The East Core Frame includes the area where the Kirkland Parkplace shopping center is located, and extends northerly to 7th Avenue. Developments in this area should continue to represent a wide range of uses, in several large, mixed-use projects. However, because the area between Central Way and Kirkland Way provides the best opportunities in the Downtown for a vital employment base, this area should continue to emphasize office redevelopment over residential.

Limited residential use should be allowed adjoining the eastern edge of Peter Kirk Park as a complementary use. These residential uses should be designed to accommodate the active nature of the park (e.g., noise, lighting, etc.) to avoid potential conflicts between future residents and park uses.

The north side of Central Way, within the East Core Frame, has been redeveloped to nearly its full potential with high density residential uses.

SOUTH CORE FRAME

Retail, office, and office/multifamily mixed-use projects are suitable for the South Core Frame.

The South Core Frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed-use projects.

Public parking may be provided in the South Core Frame.

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public parking in their projects in this area or to accommodate private parking "transferred" from the core or funded by "fee-in-lieu" or other municipal source.

The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core. The vacation of 1st Avenue South, west of 2nd Street South, and 1st Street South should be considered as a means of concentrating more intensive development to the west.

Mitigation measures to reduce impacts on single-family residences may be required.

As this area lies just north of an established single-family neighborhood, mitigation measures may be required to minimize the impacts of any new nonresidential development on these single-family homes. These measures may include the restriction of vehicle access to projects within the South Core Frame to nonresidential streets. Public

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improvements, such as physical barriers to restrict traffic flow in these areas, may be considered. The architectural massing of projects in this area should be modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

C. URBAN DESIGN

The urban design of Downtown Kirkland consists of many disparate elements which, together, define its identity and “sense of place.” This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure C-4).

The following discussion is organized into three sections:

- A. Downtown Design Guidelines and Design Review;
- B. Building Height and Design Districts; and
- C. The Image of the City: Urban Design Assets.

DOWNTOWN DESIGN GUIDELINES AND DESIGN REVIEW

Mechanics of Design Review are described.

The booklet entitled “Design Guidelines,” which is adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. The booklet includes an explanation of the mechanics of the Design Review process to be used for all new development and major renovations in the Downtown area. Discretion to deny or condition a design proposal is based on specific Design Guidelines adopted by the City Council and administered by the Design Review Board and

Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown’s visual and historic character. This is to be achieved by injecting into each project’s creative design process a recognition and respect of design principles and methods which incorporate new development into Downtown’s overall pattern. The Guidelines would be applied to any specific site in conjunction with the policy guidance provided by the Downtown Master Plan and the following text regarding Design Districts.

The Design Review Process enables the City to require new development to implement the policy guidance contained in the Guidelines, the Master Plan for Downtown, and to protect and enhance the area’s urban design assets. A more complete description of how Design Review should operate is found in the Zoning Code.

BUILDING HEIGHT AND DESIGN DISTRICTS

Figure C-5 identifies eight height and design districts within Downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area’s proximity to other noncommercial uses.

Design District 1

Maximum building height in Design District 1 is between two and five stories, depending on location and use.

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District 2, this area corresponds to the core area as shown in Figure C-3.

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The maximum building height in this area should be between two and five stories with no minimum setback from property lines. Stories above the second story should be set back from the street. To preserve the existing human scale of this area, development over two stories requires review and approval by the Design Review Board based on the priorities set forth in this plan.

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 designated as 1A in Figure C-5 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This additional story may be considered by the Design Review Board for projects where at least two of the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The portions of Design District 1 designated as 1B in Figure C-5 provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-

oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. South of Kirkland Avenue, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking, and blank facades should be located away from the street frontage.

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Design District 2

One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the Lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the Lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in the Downtown Master Plan (see Figure C-4). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

As in District 1, pedestrian orientation is an equally important design consideration in District 2. In addition, improvements related to the visual or physical linkage between building in this area and the lake to the west should be incorporated in building design.

The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

Design Districts 3 and 7

Maximum building height is three stories in Design Districts 3 and 7.

These districts are east of 3rd Street, north of Central Way, and south of Peter Kirk Park. Maximum building height should be three stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. Lower portions of projects with a pedestrian orientation should be allowed to encroach into the setbacks to stimulate pedestrian activity and links to eastern portions of the Downtown. Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced.

In Design District 3, the restriction of access points to nonresidential streets may be necessary in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south.

Design District 4

Maximum building height to be four stories.

This district is located south of 1st Avenue South, east of 1st Street South. Land in this area is appropriate for developments of four stories in height.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District 8. The

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opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District 4.

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

Building heights of two to five stories are appropriate in Design District 5.

This district lies at the east side of Downtown between Central Way and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Facades facing Central Way, Kirkland Way, and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs onto the park with service access, blank walls, etc. Landscaping and pedestrian linkages should be used to create an effective transition. Residential development should be designed to integrate into both the office/retail character of the zone and the active urban nature of

Peter Kirk Park. Residential development should also be limited to those portions of the property fronting on park green space, rather than those portions fronting the Teen Center and Performance Center.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry. Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Design District 6

Maximum building heights of two to four stories are appropriate for Design District 6.

This large block of land located between 5th Street and 6th Street, north of Central Way, and south of 7th Avenue, is identified as a major opportunity site for redevelopment elsewhere in this document. Figure C-6 contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping.

Safe, convenient, and attractive pedestrian connections across the district should be provided. This path should be designed under a covered enclosure or arcade along the storefronts in this area. Visual interest and pedestrian scale of these storefronts will contribute to the appeal of this walkway to the pedestrian. A connection of this pathway to Central Way should be made, with a continuation of the overhead enclosure to unify this pedestrian route.

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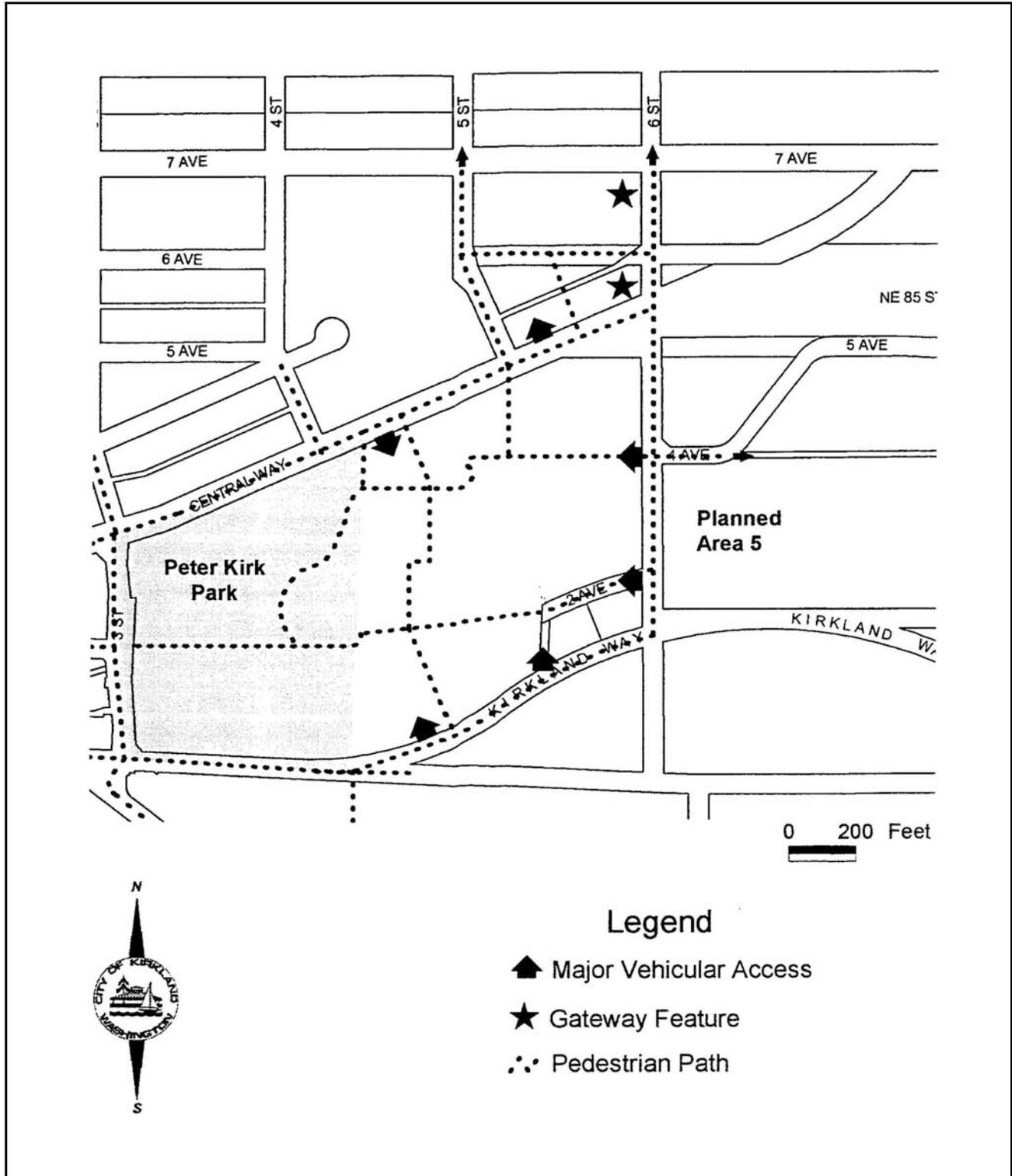


Figure C-6: Design Districts 5 and 6 - Circulation and Gateways

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Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

A substantial building setback or mitigating design such as the site configuration on the south side of Central Way is necessary in order to preserve openness at this important gateway site. The northeast and southeast corners of this block should be set aside and landscaped to provide public open spaces or miniparks at these gateways. Side-yard setbacks, however, should be minimal to reduce the appearance of a building surrounded by a parking area.

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single family homes to the north.

Design District 8

Building heights of two to four stories are appropriate, depending on location.

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.

Building height calculation should require terracing of building forms on sloped sites.

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

THE IMAGE OF THE CITY: URBAN DESIGN ASSETS

Many of Downtown's urban design assets are mapped on the Master Plan (Figure C-4) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

Lake Washington is a major landmark in Downtown Kirkland.

The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and

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enhancement of views from the eastern (Central Way) and northern (Market Street) gateways is a high-priority policy objective.

Despite the prominence from these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface parking below a public plaza. This open space amenity could redefine the Downtown and become the focal point of the community.

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The library and Senior Center building at the southeast edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940's, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some

form of preservation would provide continuity between the Downtown vision and its unique past.

Public Views

Important Downtown views are from the northern, southern, and eastern gateways.

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography which characterizes the City's center. One of the views most often associated with Downtown Kirkland is from the eastern gateway, where Central Way meets 6th Street. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure C-4, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the GTE site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

Topographic changes define gateways into the Downtown area.

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

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At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to the Waverly site.

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

Pathways

An extensive network of pedestrian pathways covers the Downtown area.

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link Park Place with the rest of the shopping district.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Enhancement of Downtown pedestrian routes should be a high-priority objective.

Enhancement of the Downtown area's pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe, should be strongly supported. Figure C-4 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

D. PUBLIC FACILITIES

OPEN SPACE/PARKS

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with the Waverly site and Marina Park enhancing the northern entry, and Peter Kirk

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Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture and play equipment for children at Marina Park.

Pedestrian improvements should be made to improve connections between parks and nearby facilities.

Downtown projects which are not directly related to the parks should continue to locate adjacent to the parks, and in some cases, should share access or parking. Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities, will help to reduce the appearance of a separation of uses at these locations.

The boat launch ramp which exists at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

OTHER PUBLIC FACILITIES

City Hall and the Library/Senior Center facility add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. In its new location, City Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

Public efforts to assist the Downtown business district should be continued.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for private projects such as the Lakeshore Plaza Boardwalk, which would help to implement public policy goals.

E. CIRCULATION

PEDESTRIAN

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for the pedestrian. Pedestrian safety would be increased greatly by reducing opportunities for conflicts with cars. The reprogramming of crosswalk signals to favor the pedestrian would discourage jaywalking and allow sufficient time for slower walkers to cross the street.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian

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routes. “Shortcuts” between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. **The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round.** All of these features would add visual interest and vitality to the pedestrian environment.

Brick crosswalks have been installed at 3rd Street and Park Lane in conjunction with the METRO transit center facility. The expansion of the use of brick for crosswalks throughout the Downtown should be considered. In any case, additional restriping of crosswalks in the Downtown area should be actively pursued.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure C-4. Major pathways include the extensive east-west “spine” or “Park Walk Promenade,” which links the lake with points east of 6th Street and the shoreline public access trail.

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way. Elevated crosswalks should be considered among the

alternatives reviewed for pedestrian access across Central Way. Disadvantages to elevated crosswalks which should be considered are potential view blockage and the loss of on-street pedestrian traffic.

The portion of the Park Walk Promenade spanning Peter Kirk Park was installed by the City during renovation of the park facilities. The walk serves the Senior Center and library, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops.

Figure C-4 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

A large public plaza should be constructed west of buildings on Lake Street to enhance the Downtown’s lake front setting (See Figure C-4).

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The plexiglas and metal “space frames” used at Mercer Island’s Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace

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abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.

VEHICULAR

Automobiles and public transit are the modes of transportation which move people in and out of the Downtown, and often between the core area and the frame. Within the Downtown, pedestrian circulation should be given equal priority with vehicular circulation. A primary circulation goal should be to emphasize pedestrian circulation within the Downtown, while facilitating vehicle access into and out of the Downtown.

Alternate traffic routes should be considered.

Lake Street should be designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles. Future plans for Lake Street and Lake Washington Boulevard may include the diversion of cars from the Downtown area, and 6th Street would provide the most appropriate north/south alternative route. The existence of commercial development on this street renders it more appropriate than State Street to handle substantial commuter traffic.

The use of public transportation to the Downtown should be encouraged.

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work

or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

PARKING

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area: at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure C-4).

Public parking to be a permitted use on private properties north and south of the core area.

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure C-4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

24.05.150 Use regulations—Attached and stacked dwelling units.

(a) General. This section contains regulations pertinent to the development and use of attached and stacked dwelling units. These regulations are founded on the goals and policies established in Part II of this chapter. Please see the chart contained in Section 24.05.110 of this chapter to determine in which shoreline environments attached and stacked dwelling units are permitted.

(b) Permitted Use.

(1) The principal use permitted under this section is as dwelling units that are physically connected or attached to each other.

(2) In addition to the principal use listed above, accessory uses, developments and activities normally associated with residential development and use are also permitted. This chapter contains specific regulations on bulkheads and other shoreline protective structures, moorage facilities, and other uses, developments and activities which may be conducted accessory to the principal use.

(c) Lot Size.

(1) The minimum lot sizes established below are based on the entire area of the subject project landward of the high waterline, not just the portion of the subject property within the jurisdiction of the Shoreline Management Act and this chapter.

(2) Minimum lot size in the Urban Mixed Use 1 Shoreline Environment is seven thousand two hundred square feet of lot area landward of the high waterline, with at least one thousand eight hundred square feet of lot area landward of the high waterline per dwelling unit.

(3) Minimum lot size in the Urban Mixed Use 2 Shoreline Environment is seven thousand two hundred square feet of lot area landward of the high waterline, with at least three thousand six hundred square feet of lot area landward of the high waterline per dwelling unit.

(4) Minimum lot size in the Conservancy 2 Shoreline Environment is thirty-five thousand square feet of lot area landward of the high waterline, with at least thirty-five thousand square feet of lot area landward of the high waterline per dwelling unit.

(5) The minimum lot size for this use in all other shoreline environments where stacked and attached dwelling units are permitted is three thousand six hundred square feet of lot area landward of the high waterline with at least three thousand six hundred square feet of lot area landward of the high waterline per dwelling unit.

(d) Required Yards — Over Water Structures Prohibited. The regulations of this subsection establish the required yards for all buildings and other major structures associated with this use. No building or other major structure may be located within the following required yards:

(1) The required yards in the Urban Mixed Use 1 Shoreline Environment are as follows:

(A) The front property line yard is zero; provided, however, that any portion of a structure that exceeds a height of thirty feet above average grade level must be set back from the front property line one foot for each five feet that portion exceeds thirty feet in height above average grade level.

(B) The high waterline yard is the greater of fifteen feet or fifteen percent of the average parcel depth; provided, however, balconies at least fifteen feet above finished grade may extend up to four feet into the high waterline yard.

(C) The minimum dimension of any required yard other than as listed above is zero.

(2) In the Conservancy 2 Shoreline Environment the required yards are as follows:

(A) The front yard is twenty feet.

(B) The side yard is five feet, but two yards must equal at least fifteen feet.

(C) The rear yard is ten feet.

(D) The high waterline is one hundred feet from Lake Washington, and fifty feet from the canal.

(3) In all other shoreline environments where stacked and attached dwelling units are permitted, the required yards are as follows:

(A) The front yard for properties lying waterward of Lake Washington Boulevard, Lake Street South, 98th Avenue Northeast, or Juanita Drive is thirty feet; provided, however, that this distance may be reduced one foot for each one foot of this yard that is developed as a public use area if:

(i) Any portion of a structure that is within thirty feet of the front property line is set back from the front property line by a distance greater than or equal to the height of that portion of the structure above the front property line;

(ii) Substantially the entire width of this yard (from north to south property lines) is developed as a public use area; and

(iii) The design of the public use area is specifically approved by the city.

(B) The front yard for properties east of Lake Washington Boulevard, Lake Street South, or 98th Avenue NE is twenty feet.

(C) The high waterline yard is the greater of fifteen feet or fifteen percent of the average parcel depth.

(D) The minimum dimension of any required yard other than as listed above is five feet.

(4) No structure regulated under this section may be located waterward of the high waterline. This chapter contains regulations on bulkheads and other shoreline protective structures, moorage facilities and other components which may be accessory to this use located waterward of the high waterline. In addition, floating homes are not permitted, nor may boats or other water craft be used as dwelling units.

(e) Minimum View Corridor Required. For properties lying waterward of Lake Washington Boulevard, Lake Street South, 98th Avenue NE, or Juanita Drive, a minimum view corridor of thirty percent of the average parcel width must be maintained. The view corridor must be in one continuous piece. Within the view corridor, structures, parking areas and landscaping will be allowed, provided that they do not obscure the view from these rights-of-way to and beyond Lake Washington.

(f) Height.

(1) In the Urban Mixed Use 1 Shoreline Environment, structures may not exceed forty-one feet in height above average grade level.

(2) In the Conservancy 2 Shoreline Environment, structures may not exceed twenty-five feet above average grade level, except that the height of a structure may extend up to sixty feet above average grade if the structure does not exceed a plane that starts 3.5 feet above the outside westbound lane of SR-520 and ends at the high waterline of Lake Washington, excluding the canal, and, pursuant to RCW 90.58.320, an overriding public interest will be served.

(3) In all other shoreline environments where stacked and attached dwelling units are permitted, structures may not exceed thirty feet in height above average grade level; provided, however, the height of a structure may be increased to thirty-five feet above average grade level if the increase does not impair the views of the lake from properties east of Lake Street South and Lake Washington Boulevard. The height of a structure which is part of a mixed use development in the Urban Mixed Use 2 Environment shall be subject to the requirements of [Section 24.05.205\(e\)](#). (Ord. 3153 § 1 (part), 1989; Ord. 2938 § 1 (part), 1986)

24.05.155 Use regulations—Restaurants.

(a) General. This section contains regulations pertinent to the development and use of restaurants. These regulations are founded on the goals and policies established in Part II of this chapter. Please see the chart contained in [Section 24.05.110](#) of this chapter to determine in which shoreline environments restaurants are permitted.

(b) Permitted Use.

(1) The principal use permitted in this section is a retail establishment which sells prepared food and beverages, generally with accommodations for consuming the food and beverage on the premises. Drive-through and drive-in facilities are not permitted.

(2) In addition to the principal use listed above, accessory uses, developments and activities normally associated with restaurant uses are also permitted. This chapter contains regulations on bulkheads and other shoreline protective structures, moorage facilities, and other uses, developments and activities which may be conducted accessory to the principal use.

(c) Lot Size.

(1) In Urban Mixed Use 1 Shoreline Environment there is no minimum lot size for this use.

(2) In Urban Mixed Use 2 Shoreline Environment see [Section 24.05.205](#) of this chapter.

(3) In Urban Residential 1 Shoreline Environment the minimum lot size for this use is seven thousand two hundred square feet of lot area landward of the high waterline. This lot size is computed by using the entire area of the subject property landward of the high waterline, not just the portion of the subject property within the jurisdiction of the Shoreline Management Act and this chapter.

(d) Required Yards — Over Water Structures Prohibited. The regulations of this subsection establish the required yards for all buildings and other major structures associated with this use. No building or other major structure may be located within the following required yards:

(1) In the Urban Mixed Use 1 Shoreline Environment, the following required yards apply:

(A) There is no required front yard; provided, however, that any portion of the structure that exceeds a height of thirty feet above average grade level must be set back from the front property line one foot for each five feet that portion of the structure exceeds a height of thirty

feet above average grade level.

(B) The high waterline yard is the greater of fifteen feet or fifteen percent of the average parcel depth; provided, however, that balconies that are at least fifteen feet above finished grade may extend up to four feet into the high waterline yard.

(C) The minimum dimension of any required yard other than as listed above is zero feet.

(2) In Urban Mixed Use 2 Shoreline Environment, see [Section 24.05.205](#) of this chapter.

(3) In Urban Residential 1 Shoreline Environment the required yards are as follows:

(A) The front yard for properties lying waterward of Lake Washington Boulevard, Lake Street South, 98th Avenue NE, or Juanita Drive is thirty feet; provided, however, that this distance may be reduced one foot for each one foot of this yard that is developed as a public use area, if:

(i) Each portion of a structure within thirty feet of the front property line is set back from the front property line by a distance greater than or equal to the height of that portion of the structure above the front property line;

(ii) Substantially the entire width of this yard is developed as a public use area; and

(iii) The design of the public use area is specifically approved by the city.

(B) The front property line for properties lying east of Lake Washington Boulevard, Lake Street South, or 98th Avenue NE is twenty feet.

(C) The high waterline yard is the greater of fifteen feet or fifteen percent of the average parcel depth.

(D) The minimum dimension of any required yard other than as listed above is five feet.

(4) No structure regulated under this section may be located waterward of the high waterline. This chapter contains regulations on bulkheads and other shoreline protective structures, moorage facilities and other components which may be accessory to this use located waterward of the high waterline.

(e) Minimum View Corridor Required. For properties lying waterward of Lake Washington Boulevard, Lake Street South, 98th Avenue NE or Juanita Drive, a minimum view corridor of thirty percent of the average parcel width must be maintained. The view corridor must be in one continuous piece. Within the view corridor, structures, parking areas and landscaping will be allowed, provided that they do not obscure the view from these rights-of-way to and beyond Lake Washington.

(f) Height.

(1) In the Urban Mixed Use 1 Shoreline Environment, structures may not exceed a height of forty-one feet above average grade level.

(2) In the Urban Mixed Use 2 Shoreline Environment, see [Section 24.05.205](#) of this chapter.

(3) In the Urban Residential 1 Shoreline Environment, structures may not exceed a height of thirty feet above average grade level; provided, however, that the height of a structure may be increased to thirty-five feet above average grade level if the increase does not impair the views of the lake from upland properties. (Ord. 3153 § 1 (part), 1989; Ord. 2938 § 1 (part), 1986)

24.05.160 Use regulations—Retail and office use.

(a) General. This section contains regulations pertinent to the development and use of retail and office uses. These regulations are founded on the goals and policies established in Part II of this chapter. Please see the chart contained in [Section 24.05.110](#) of this chapter to determine in which shoreline environments retail and office uses are permitted.

(b) Permitted Use.

(1) The principal uses permitted in this section are retail establishments providing goods, services and lodging directly to the public; and places of employment providing professional, administrative and similar service functions.

(2) In addition to the principal uses listed above, accessory uses, developments and activities normally associated with retail and office uses are also permitted. This chapter contains regulations on bulkheads and other shoreline protective structures, moorage facilities, and other uses, developments and activities which may be conducted accessory to the principal use.

(c) Lot Size.

(1) In the Urban Mixed Use 1 Shoreline Environment, there is no minimum lot size for this use.

(2) In the Urban Mixed Use 2 Shoreline Environment, see [Section 24.05.205](#) of this chapter.

(d) Required Yards — Over Water Structures Prohibited. The regulations of this subsection establish the required yards for all buildings and other major structures associated with this use. No building or other major structure may be located within the following required yards:

(1) In the Urban Mixed Use 1 Shoreline Environment, the required yards are as follows:

(A) The front yard is zero feet; provided, however, any portion of the structure that exceed a height of thirty feet above average grade level must be set back from the property line one foot for each five feet that portion of the structure exceeds thirty feet above average grade level.

(B) The high waterline yard is the greater of fifteen feet or fifteen percent of the average parcel depth; provided, however, that balconies that are at least fifteen feet above finished grade may extend up to four feet into the high waterline yard.

(C) The minimum dimension of any required yard other than as listed above is zero feet.

(2) In the Urban Mixed Use 2 Shoreline Environment, see [Section 24.05.205](#) of this chapter.

(3) No structure regulated under this section may be located waterward of the high waterline. This chapter contains regulations on bulkheads and other shoreline protective structures, moorage facilities and other components which may be accessory to this use located waterward of the high waterline.

(e) Minimum View Corridor Required. For properties lying waterward of Lake Washington Boulevard, Lake Street South, 98th Avenue NE or Juanita Drive, a minimum view corridor of thirty percent of the average parcel width must be maintained. The view corridor must be in one continuous piece. Within the view corridor, structures, parking areas and landscaping will be allowed, provided that they do not obscure the view from these rights-of-way to and beyond Lake Washington.

(f) Height.

(1) In the Urban Mixed Use 1 Shoreline Environment, structures may not exceed forty-one feet above average grade level.

(2) In Urban Mixed Use 2 Shoreline Environment, see [Section 24.05.205](#) of this chapter. (Ord. 3153 § 1 (part), 1989; Ord. 2938 § 1 (part), 1986)

DESIGN GUIDELINES FOR PEDESTRIAN ORINETED BUSINESS DISTRICTS

Summary of Applicable Design Guidelines for the Chaffey 260 Lake Street Mixed Use Project

Pedestrian Oriented Elements

A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10' and 18'. New buildings on pedestrian-oriented streets should be set back a sufficient distance to provide at least 10' of sidewalk. If outdoor dining, seating, vending, or displays are desired, an additional setback is necessary.

Street elements trees, parking meters, signs should be organized in the curb zone to reduce congestion. During busy periods, pedestrians may use the curb zone for walking. Where pedestrian traffic is the heaviest, sidewalk bulbs can be constructed to accommodate bike racks, waste receptacles, and newspaper racks. Corner bulbs also increase pedestrian visibility.

New buildings should be set back a sufficient distance from the front property line a minimum of 10' to allow enough room for pedestrian movement. Wider setbacks should be considered to accommodate other sidewalk uses that would benefit their businesses and the pedestrian environment. Lighting and special paving of the storefront activity zone are also beneficial.

Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.

All building fronts should have pedestrian-friendly features such as:

- Building fronts should have pedestrian-friendly features transparent or decorative windows, public entrances, murals, bulletin boards, display windows, seating, or street vendors that cover at least 75 percent of the ground-level storefront surface between 2' and 6' above the sidewalk.
- Sitting areas for restaurant and merchandise displays should allow at least a 10' wide pavement strip for walking. Planters can define the sitting area and regulate pedestrian flow. Blank walls severely detract from a pedestrian streetscape.
- To mitigate the negative effects of blank walls: Recess the wall with niches that invite people to stop, sit, and lean; Allow street vendors; Install trellises with climbing vines or plant materials; Provide a planting bed with plant material that screens at least 50 percent of the surface. Provide artwork on the surface.

All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.

All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy or awning-mounted lights, and display window lights. Encourage variety in the use of light fixtures to give visual variety from one building facade to the next. Back-lit or internally-lit translucent awnings should be prohibited.

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

Commercial developments should have well defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.

Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.

Public Improvements and Site Features

Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide.

The City should prepare a comprehensive street tree planting plan recommending species and generalized locations.

Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district.

Kirkland should continue its tradition of encouraging public art pieces.

Parking Lot Location and Design

Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking.

Parking lot design should be clear and well organized. Space should be provided for pedestrians to walk safely in all parking lots.

The intrusive qualities of parking garages must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas and in high visibility locations. On hillsides and near residential areas the stepping back or terracing of upper stories should be considered to reduce scale.

Scale

Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.

Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged.

Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.

Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes.

Building Material, Color, and Detail

Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on 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.

Color schemes should adhere to the following guidelines enumerated below. The use of a range of colors compatible within a coordinated color scheme should be encouraged.

A variety of colors should be used in Kirkland. By no means should design be limited by overly-restrictive guidelines dictating color use. Based on Kirkland's existing color scheme, the following general guidelines can prevent garish, incongruous colors from being inappropriately applied or juxtaposed to more subdued earth tones and colors.

- Where appropriate, use the natural colors of materials such as brick, stone, tile, and stained wood (painted wood is acceptable).
- Use only high-quality coatings for concrete.
- Emphasize earth tones or subdued colors such as barn red and blue-gray for building walls and large surfaces.
- Reserve bright colors for trim or accents.
- Emphasize dark, saturated colors for awnings, and avoid garish and light colors that show dirt.
- Avoid highly-tinted or mirrored glass (except stained-glass windows).
- Consider the color of neighboring buildings when selecting colors for new buildings.

Property owners and developers should be encouraged to architecturally enhance building corners.

Signs

All signs should be building-mounted or below 12' in height if ground mounted. Maximum height is measured from the top of the sign to the ground plane.

No off-premises commercial signs, except public directional signs, should be permitted. No billboards should be permitted.

Signs for individual parking stalls should be discouraged. If necessary, they should not be higher than necessary to be seen above bumpers. Parking lot signs should be limited to one sign per entrance and should not extend more than 12' above the ground.

Neon signs, sculptural signs, and signs incorporating artwork are encouraged.

Signs that are integrated with a building's architecture are encouraged.

Shingle signs and blade signs hung from canopies or from building facades are encouraged.

Traditional signs such as barber poles are encouraged.