OPTION 1 - STRONG CORNERS

ATTACHMENT 3
SUN ANGLE STUDY - OPTION 1 - STRONG CORNERS

SUMMER SOLSTICE

EQUINOX

WINTER SOLSTICE
OPTION 2 - HORIZ VIEW: VERTICAL MAIN

Upper story setback from Lake Street S
- 30’ - 0” minimum required
- 30’ - 0” minimum provided

^AERIAL VIEW FROM LAKE STREET SOUTH
OPTION 2 - HORIZ VIEW: VERTICAL MAIN

GROUND LEVEL VIEW FROM LAKE STREET SOUTH
OPTION 2 - HORIZONTAL & VERTICAL MAIN

GROUND LEVEL VIEW FROM LAKE STREET SOUTH
OPTION 2 - HORIZ VIEW: VERTICAL MAIN

Upper story setback from Main Street S
- 10’ - 0” average required
- 10’ - 0” average provided
- 5’ - 0” minimum, 13’ - 0” maximum
Cumulative average setback calculated based on the length of elevation per example diagram below.

^AERIAL VIEW FROM MAIN STREET SOUTH
OPTION 2 - HORIZ VIEW : VERTICAL MAIN

^GROUND LEVEL VIEW FROM MAIN STREET SOUTH
OPTION 2 - HORIZ VIEW : VERTICAL MAIN

ATTACHMENT 3
OPTION 2 - HORIZ VIEW: VERTICAL MAIN

AERIAL VIEW FROM LAKE STREET SOUTH

EAST / WEST SECTION

NORTH / SOUTH SECTION

ATTACHMENT 3
OPTION 1 - STRONG CORNERS

OPTION 2 - HORIZ VIEW : VERTICAL MAIN

OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)
^3 zones:
- hillside
- lakeside
- pedestrian zone
existing pedestrian zone
^continue established rhythm and scale
3 zones:

- hillside
- lakeside
- pedestrian zone
^3 zones:

- hillside
- lakeside
- pedestrian zone
3 zones:
- hillside
- lakeside
- pedestrian zone
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)

ATTACHMENT 3

Upper story setback from Main Street S
- 30" - 0" setback can be reduced up to 5' when public open space is provided.
- Plaza = +/- 4800 SF
- 25' setback provided to the face of the decks.

Kirkland Design Guidelines
- Contextual Scale and Color Palette
- Community Identity - Emphasis on Downtown Topography and Views
- Pedestrian Plaza and Pedestrian-Oriented Sidewalks with Weather Protection and Retail

^ AERIAL VIEW FROM LAKE STREET SOUTH
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)

^GROUND LEVEL VIEW FROM LAKE STREET SOUTH
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)

GROUND LEVEL VIEW FROM LAKE STREET SOUTH
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)

Upper story setback from Lake Street S
- 10’ - 0” average required
- 10’ - 0” average provided
- 5’ - 0” minimum, 13 - 0” maximum
Cumulative average setback calculated based on the length of elevation per example diagram below

^AERIAL VIEW FROM MAIN STREET SOUTH
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)

Kirkland Design Guidelines
- Pedestrian-Oriented Street Activation
- Density and Growth
- Upper-story Activities Overlooking the Street
- Horizontal and Vertical Modulation
- Building Detail / Accent Color
- Contextual Scale

GROUND LEVEL VIEW FROM MAIN STREET SOUTH
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)

ATTACHMENT 3
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)

AERAL VIEW FROM LAKE STREET SOUTH

EAST / WEST SECTION

NORTH / SOUTH SECTION

ATTACHMENT 3
SUN ANGLE STUDY - OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)

9:00 AM 12:00 PM 3:00 PM

SUMMER SOLSTICE

9:00 AM 12:00 PM 3:00 PM

EQUINOX

9:00 AM 12:00 PM 3:00 PM

WINTER SOLSTICE
ATTACHMENT 3

112 Lake Street - Kirkland, WA
Continental Properties

PLAZA CONCEPT PLAN

SCALE: 1/10" = 1'-0"

DATE: 05-25-2019
**ATTACHMENT 3**

### PLANT LIST

**BOTANICAL NAME**
- **DECIDUOUS TREES**
  - Acer circinatum
  - Acer japonicum "aconitifolium"
  - Cornus kousa "Satomi"
  - Hamamelis x intermedia

**EVEGREEN TREES**
- Chamaecyparis obtusa "Gracilis"
- Tsuga Mertensiana

**SHRUBS**
- Arbutus unedo "Compacta"
- Berberis thunbergii "Coruscant"
- Calluna vulgaris
- Chamaecyparis obtusa "Filicodes Compacta"
- Clethra alnifolia
- Cornus sericea "Kelsey"
- Lavandula angustifolia "Hidcote Superior"
- Nandina domestica "Gulf Stream"
- Pieris japonica "Cartante"
- Rhododendron var.
- Ribes Sanguineum
- Rosa x "Kordesii"
- Rosmarinus officinalis
- Sarcococca ruscifolia
- Vaccinium oxycoccos

**GROUNDCOVERS, FERNS, & VINES**
- Arctostaphylos uva-ursi
- Elytrigia repens
- Fragaria x ananassa "Chidkese"
- Mahonia repens
- Polystichum munitum
- Rhus pentalobus

**GRASSES & PERENNIALS**
- Acorus gramineus "Ogon"
- Calamagrostis x acutifolia "Overdam"
- Carex morrowii "Ice Dance"
- Epimedium x perralchicum "ireichstein"
- Helenium "Stella d'oro"
- Liriope spicata
- Pennisetum alopecuroides "Hameln"

**COMMON NAME**
- Vine Maple
- Fernleaf Full Moon Maple
- Satomi Kousa Dogwood
- Kelsey Dogwood
- Slender Hinoki False Cypress
- Mountain Hemlock
- Compact Strawberry Tree
- Evergreen Azalea
- Golden Ruby Barberry
- Heather
- Compact Fernspray Hinoki Cypress
- Summer Red
- Kelsey Dogwood
- Hidcote Superior English Lavender
- Gulf Stream Heavenly Bamboo
- Carriere Japanese Pieris
- Rhodoendoem Hybrid:
- Red-Flowering currant
- Knockout Rose
- Rosemary
- Sweetbriar
- Evergreen Huckleberry
- Knotknot
- Oer Fern
- Beach Strawberry
- Creeping Oregon Grape
- Sword Fern
- Creeping Razak
- variegated Grassleaf Sweetflag
- variegated Feather Reed Grass
- Ice Dance Sedge
- Froheleisten Hybrid Epimedium
- Stella d'oro Skyll
- Creeping Lily Turf
- Dwarf Fountain Grass

---

112 Lake Street - Kirkland, WA  
Continental Properties

**DATE:** 05-29-2019

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

Section 50.10 – GENERAL REGULATIONS
The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.

2. The maximum height of structure shall be measured at the midpoint of the frontage of the subject property on the abutting right-of-way, excluding First Avenue South. See KZC 50.62 for additional building height provisions.

3. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Banking and Related Financial Services; Entertainment, Cultural and/or Recreational Facility; Parks; Government Facility; or Community Facility. The street level floor of buildings south of Second Avenue South may also include Office Use. The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way, not including alleys and similar service access streets). Buildings proposed and built after April 1, 2009, and buildings that existed prior to April 1, 2009, which are at least 10 feet below the maximum height of structure, shall have a minimum depth of 10 feet and an average depth of at least 20 feet containing the required uses listed above.

    The Design Review Board (or Planning Director if not subject to D.R.) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest. Lobbies for residential, hotel, and office uses may be allowed within this space subject to applicable design guidelines.

4. Where public improvements are required by Chapter 110 KZC, sidewalks on pedestrian-oriented streets within CBD 1A and 1B shall be as follows:

    Sidewalks shall be a minimum width of 12 feet. The average width of the sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street shall be 13 feet. The sidewalk configuration shall be approved through D.R.
5. Upper story setback requirements are listed below. For purposes of the following regulations, the term “setback” shall refer to the horizontal distance between the property line and any exterior wall of the building. The measurements shall be taken from the property line abutting the street prior to any potential right-of-way dedication.

a. **Lake Street**: No portion of a building within 30 feet of Lake Street may exceed a height of 28 feet above Lake Street except as provided in KZC 50.62.
b. **Central Way**: No portion of a building within 30 feet of Central Way may exceed a height of 41 feet above Central Way except as provided in KZC 50.62.
c. **Third Street and Main Street**: Within 40 feet of Third Street and Main Street, all stories above the second story shall maintain an average setback of at least 10 feet from the front property line.
d. **All other streets**: Within 40 feet of any front property line, other than Lake Street, Central Way, Third Street, or Main Street, all stories above the second story shall maintain an average setback of at least 20 feet from the front property line.
e. The required upper story setbacks for all floors above the second story shall be calculated as Total Upper Story Setback Area as follows:

\[
\text{Total Upper Story Setback Area} = (\text{Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas}) \times (\text{Required average setback}) \times (\text{Number of stories proposed above the second story}).
\]

f. The Design Review Board is authorized to allow a reduction of the required upper story setback by no more than five feet subject to the following:

1) Each square foot of additional building area proposed within the setback is offset with an additional square foot of public open space (excluding area required for sidewalk dedication) at the street level.
2) The public open space is located along the sidewalk frontage and is not covered by buildings.
3) For purposes of calculating the offsetting square footage, along Central Way, the open space area at the second and third stories located directly above the proposed ground level public open space is included. Along all other streets, the open space area at the second story located directly above the proposed ground level public open space is included.
4) The design and location is consistent with applicable design guidelines.
g. The Design Review Board is authorized to allow rooftop garden structures within the setback area.

6. May also be regulated under the Shoreline Master Program; refer to Chapter 83 KZC.

---

(link to Section 50.12 table)
The Kirkland Zoning Code is current through Ordinance 4683, passed May 7, 2019.

Disclaimer: The City Clerk's Office has the official version of the Kirkland Zoning Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: http://www.kirklandwa.gov/ (http://www.kirklandwa.gov/)
City Telephone: (425) 587-3000
Code Publishing Company (https://www.codepublishing.com/)
eLibrary (https://www.codebook.com/listing/)
### Section 50.12

**USE ZONE CHART**

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

<table>
<thead>
<tr>
<th>Lot Size</th>
<th>REQUARED YARDS (See Ch. 115)</th>
<th>MAXIMUMS</th>
<th>Height of Structure</th>
<th>Lot Coverage</th>
<th>Landscape Category (See Ch. 95)</th>
<th>Sign Category (See Ch. 100)</th>
<th>Required Parking Spaces (See Ch. 105)</th>
<th>Special Regulations (See also General Regulations)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>.010</td>
<td>Restaurant or Tavern</td>
<td>None</td>
<td>0'</td>
<td>0'</td>
<td>100%</td>
<td>D</td>
<td>E</td>
<td>One per each 125 sq. ft. of gross floor area. See KZC 50.60. 1. Drive-in or drive-through facilities are prohibited.</td>
</tr>
<tr>
<td></td>
<td>(D.R., Chapter 142 KZC)</td>
<td></td>
<td></td>
<td></td>
<td>CBD 1A – 45’ above each abutting right-of-way. CBD 1B – 55’ above each abutting right-of-way.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>.020</td>
<td>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</td>
<td>None</td>
<td>0'</td>
<td>0'</td>
<td>100%</td>
<td>D</td>
<td>E</td>
<td>One per each 350 sq. ft. of gross floor area. See KZC 50.60. 1. The following uses are not permitted in this zone: a. Vehicle service stations. b. The sale, service and/or rental of motor vehicles, sailboats, motorboats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors. c. Drive-in facilities and drive-through facilities. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled manufactured goods are directly related to and dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.</td>
</tr>
</tbody>
</table>

**Required Review Process**

<table>
<thead>
<tr>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>krijkland Zoning Code</td>
</tr>
</tbody>
</table>
### Section 50.12

#### USE ZONE CHART

<table>
<thead>
<tr>
<th>USE</th>
<th>REGULATIONS</th>
</tr>
</thead>
</table>

**MINIMUMS**

<table>
<thead>
<tr>
<th>REQUIRED YARDS (See Ch. 115)</th>
<th>MAXIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Size</td>
<td>Height of Structure</td>
</tr>
<tr>
<td>_required Review Process</td>
<td>Landscape Category (See Ch. 95)</td>
</tr>
<tr>
<td>D.R., Chapter 142 KZC</td>
<td>Sign Category (See Ch. 100)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>REQUIRED PARKING SPACES (See Ch. 105)</th>
<th>Special Regulations (See also General Regulations)</th>
</tr>
</thead>
</table>

| .025 Banking and Related Financial Services | None | Front | Side | Rear | 0' | 0' | 0' | CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way. | D | E | One per each 350 sq. ft. of gross floor area. See KZC 50.60. |
| D.R., Chapter 142 KZC                  | None | 0'    | 0'   | 0'   | 100% | | | | | | |

1. Drive-through facilities are permitted as an accessory use only if:
   a. The drive-through facility is not located on a property that abuts either Park Lane or Lake Street.
   b. The drive-through facility existed prior to January 1, 2004, OR the drive-through facility will replace a drive-through facility which existed in CBD 1A or 1B on January 1, 2004, and which drive-through facility:
      1) Was demolished to allow redevelopment of the site on which the primary use was located; and
      2) Will serve the same business served by the replaced facility, even if that business moves to a new location; and
      3) Does not result in a net increase in the number of drive-through lanes serving the primary use; and
   c. 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
   d. 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
   e. Any replacement drive-through facility is reviewed and approved pursuant to Chapter 142 KZC for compliance with the following criteria:
      1) The design of the vehicular access for any new drive-through facility is compatible with pedestrian walkways and parking access.
      2) Disruption of pedestrian travel and continuity of pedestrian-oriented retail is limited by minimizing the width of the facility and associated curb-cuts.
2. Unless this use existed on the subject property prior to January 1, 2004, Banking and Financial Services may not be located within the 30-foot depth (as established by General Regulation 3) on the street level floor of a building fronting on Park Lane and Lake Street.
# USE ZONE CHART

**Section 50.12**

<table>
<thead>
<tr>
<th>USE ZONE REGULATIONS</th>
<th>REQUIRED YARDS (See Ch. 115)</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Zone</strong></td>
<td></td>
<td><strong>LOT SIZE</strong></td>
<td><strong>HEIGHT OF STRUCTURE</strong></td>
</tr>
<tr>
<td><strong>.030</strong> Hotel or Motel</td>
<td>D.R., Chapter 142 KZC</td>
<td>None</td>
<td>0’</td>
</tr>
<tr>
<td><strong>.040</strong> Entertainment, Cultural and/or Recreational Facility</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>.060</strong> Private Club or Lodge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>.070</strong> Office Use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>.080</strong> Stacked or Attached Dwelling Units</td>
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<td></td>
</tr>
</tbody>
</table>

(Revised 9/15)
### Section 50.12

**USE ZONE CHART**

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<td>CBD-1A, 1B</td>
<td>Required Review Process</td>
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<tr>
<td>.085 Residential Suites D.R., Chapter 142 KZC</td>
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**DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS**

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<tbody>
<tr>
<td>Lot Size</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Side Rear</td>
<td>0' 0' 0'</td>
<td>100%</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>CBD 1A – 45' above each abutting right-of-way, CBD 1B – 55' above each abutting right-of-way.</td>
<td></td>
</tr>
<tr>
<td>Height of Structure</td>
<td>D</td>
<td>A</td>
</tr>
<tr>
<td>Landscape Category (See Ch. 95)</td>
<td></td>
<td></td>
</tr>
<tr>
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<td>Special Regulations (See also General Regulations)</td>
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<td></td>
</tr>
</tbody>
</table>

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.

2. The required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:
   a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars.
   b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
      1) Charge for on-site parking, unbundled from the rent, for tenants who have cars.
      2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars.
      3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges.
      4) Adequate secured and sheltered bicycle parking to meet anticipated demand.
      5) Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City.
      6) At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

REGULATIONS CONTINUED ON NEXT PAGE
7) Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

8) Acknowledgement by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.

c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

3. All residential suites and all required parking within a project shall be under common ownership and management.

4. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 Star certified, LEED Gold certified, or Living Building Challenge certified.

5. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.
### USE ZONE CHART

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</tr>
<tr>
<td>MINIMUMS</td>
<td>MAXIMUMS</td>
<td></td>
<td>Height of Structure</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot Size</td>
<td></td>
<td>Front</td>
<td>Side</td>
<td>Rear</td>
<td>D</td>
<td>B</td>
<td>See KZC 50.60 and 105.25. 1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.</td>
</tr>
<tr>
<td><strong>.090</strong> School, Day-Care Center or Mini School or Day-Care Center</td>
<td>D.R., Chapter 142 KZC.</td>
<td>None</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
<td>100%</td>
<td>D</td>
</tr>
<tr>
<td><strong>.100</strong> Assisted Living Facility</td>
<td></td>
<td>A</td>
<td>1.7 per independent unit. 1 per assisted living unit. See KZC 50.60.</td>
<td>D</td>
<td>B</td>
<td>See KZC 50.60 and 105.25. 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.</td>
<td></td>
</tr>
<tr>
<td><strong>.110</strong> Public Utility, Government Facility, or Community Facility</td>
<td></td>
<td>D</td>
<td>See Special Reg. 1.</td>
<td>B</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>.120</strong> Public Park</td>
<td>Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.</td>
<td></td>
<td></td>
<td>D</td>
<td>B</td>
<td></td>
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</tbody>
</table>

(Revised 9/13)
Design Guidelines for Pedestrian Oriented Business Districts

In addition to the standard guidelines contained in the Design Guidelines for Pedestrian-Oriented Business Districts, the following list summarizes some of the key guidelines or regulation which apply specifically to the project or project area.

Special Consideration for Downtown Kirkland

Sidewalk Width: 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.

Glazing: Building frontages along pedestrian-oriented streets in the Central Business District should be configured to have a 15' story height to ensure suitability for diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront detailing is necessary to provide a visual connection between pedestrian and retail activity.

Street Trees: A strong street tree planting scheme is especially important in downtown because of the variety of scale and architecture encouraged in private development. Major entries into Kirkland, especially along Central Way, Kirkland Avenue, Lake Street, and Market Street, should be unified by a strong street tree program. Lake Street and other pedestrian-oriented streets with narrow sidewalks: Flowering pear trees might be a good option since they have tight narrow shapes, attractive flowers, and dark green foliage. Photinia standards might be another option since they are small and have bright red evergreen foliage.

Parking Location: 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.

Parking Garage: 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.

Fenestration Patterns: 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. Architectural Elements Decks, Bay Windows, Arcades, Porches.

Decks, Bay Windows, Arcades, Porches: 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.
**Building Modulation Horizontal:** 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.

**Signs:** 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.

**Natural Features:** A primary goal stated in the Downtown Plan’s Vision Statement is to “clarify Downtown’s natural physical setting.” Besides its excellent waterfront, Downtown Kirkland’s most important natural feature is its bowl-shaped topography which provides views down from the heights and views from the downtown of the wooded hillsides surrounding the district. The valley topography also helps to define the downtown’s edges and facilitates the transition from largely commercial activities in the valley floor to the mostly residential areas in the uplands. Although Peter Kirk Park is a man-made open space, it too provides a naturalizing function.