

**E** BUILDING C - EAST FRONTAGE SECTION

SCALE 1/16" = 1'-0" @ 11x17



BUILDING C - ELEVATION ALONG 122ND AVE NE

SCALE 1" = 25'-0" @ 11x17

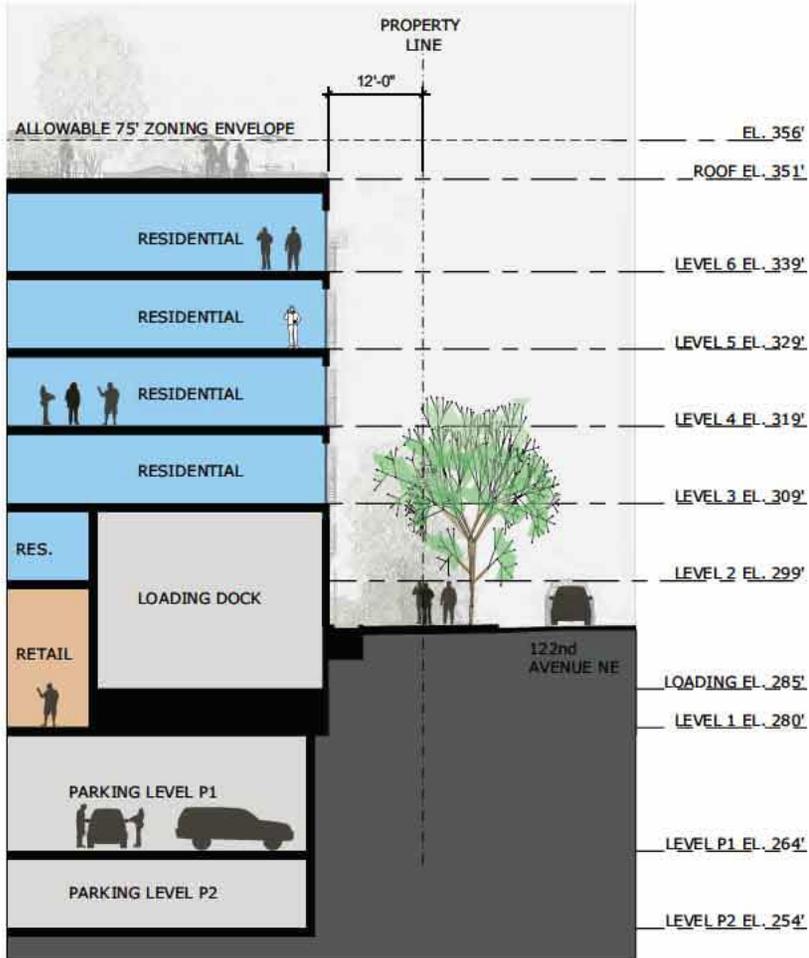


BUILDING C - EAST FRONTAGE PLAN ALONG 122ND AVE NE

SCALE 1" = 25'-0" @ 11x17

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





**F** BUILDING C - EAST FRONTAGE SECTION

SCALE: 1/16"=1'-0" @ 11x17



BUILDING C - ELEVATION ALONG 122ND AVE NE

SCALE: 1"=25'-0" @ 11x17

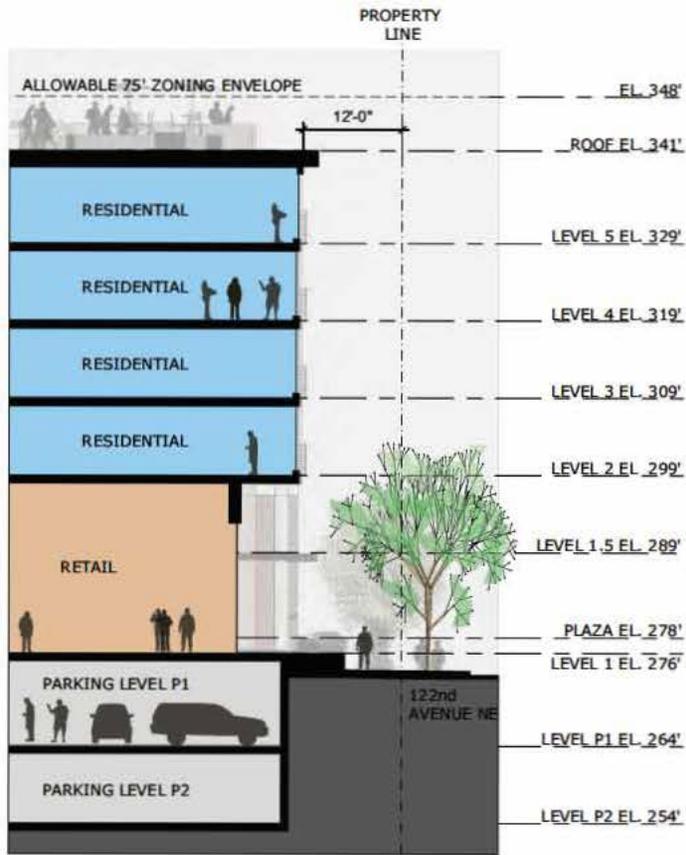


BUILDING C - EAST FRONTAGE PLAN ALONG 122ND AVE NE

SCALE: 1"=25'-0" @ 11x17

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





**G** BUILDING B - EAST FRONTAGE SECTION

SCALE: 1/16" = 1'-0" @ 11x17



BUILDING B - ELEVATION ALONG 122ND AVE NE

SCALE: 1" = 25'-0" @ 11x17

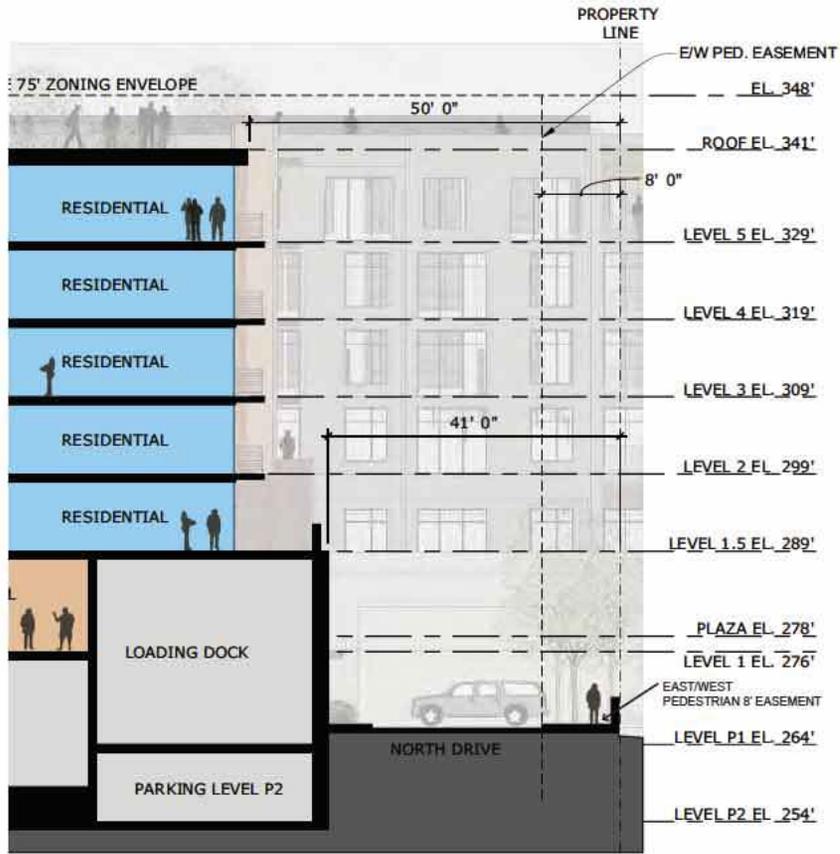


BUILDING B - EAST FRONTAGE PLAN ALONG 122ND AVE NE

SCALE: 1" = 25'-0" @ 11x17

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





**H** BUILDING B - NORTH FRONTAGE SECTION

SCALE 1/8" = 1'-0" @ 11x17



BUILDING B - ELEVATION ALONG NORTH DRIVE

SCALE 1" = 25'-0" @ 11x17

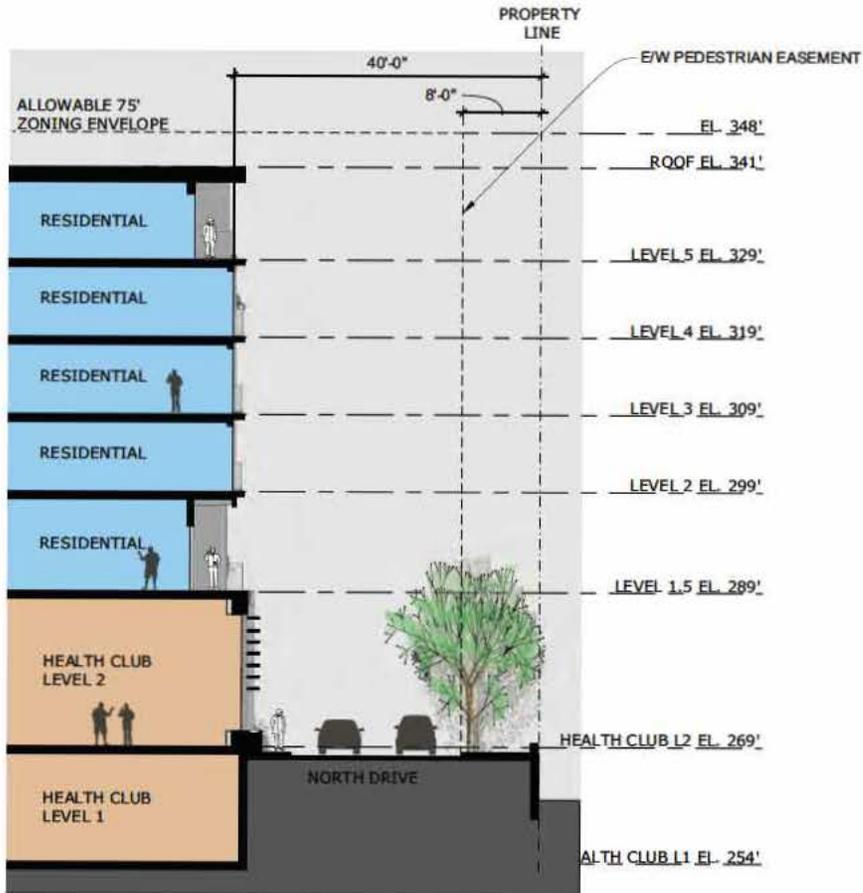


BUILDING B - NORTH FRONTAGE PLAN ALONG NORTH DRIVE

SCALE 1" = 25'-0" @ 11x17

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





**J** BUILDING A - NORTH FRONTAGE SECTION

SCALE: 1/8" = 1'-0" @ 11x17



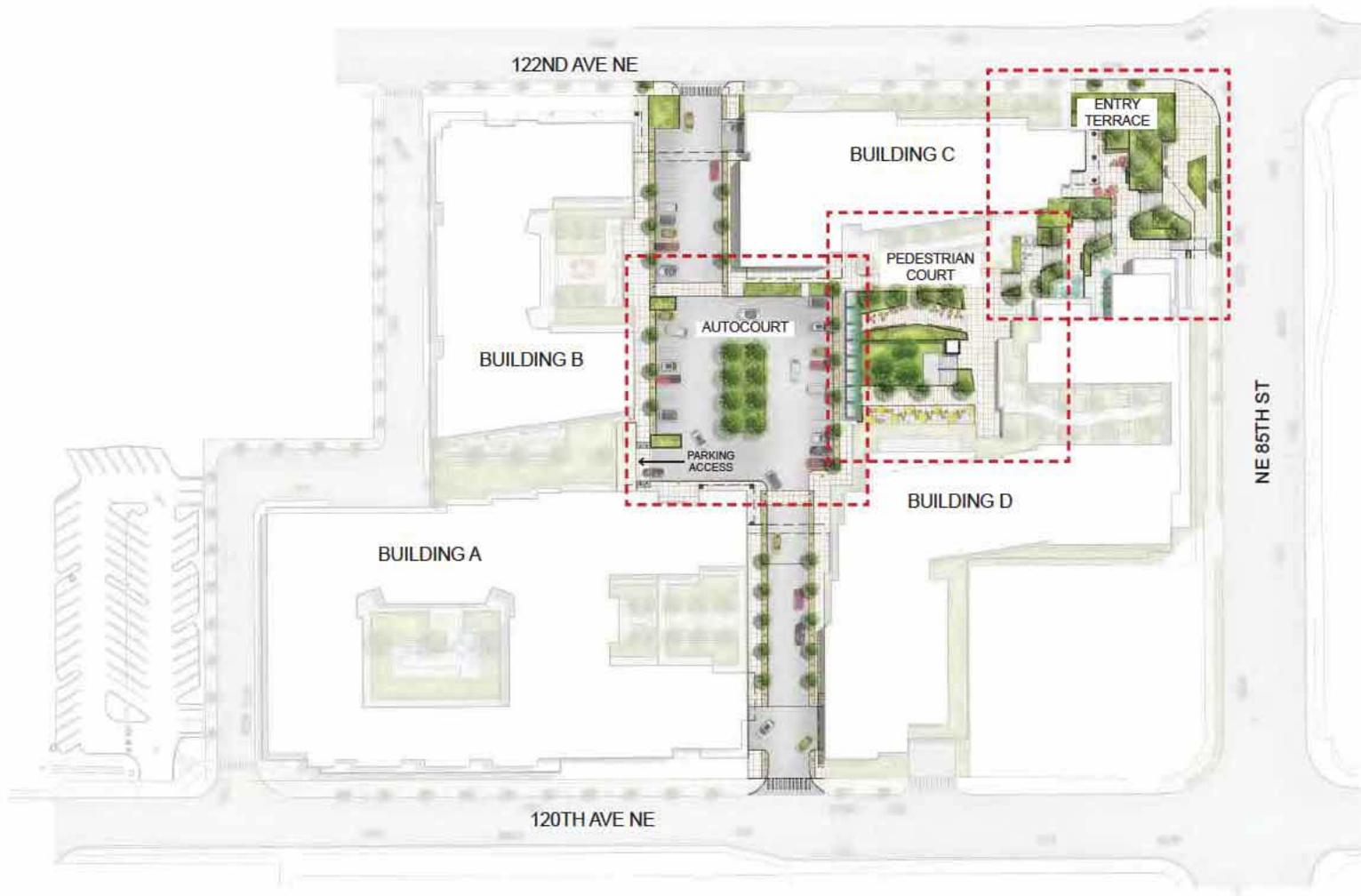
BUILDING A - ELEVATION ALONG NORTH DRIVE



BUILDING A - NORTH FRONTAGE PLAN ALONG NORTH DRIVE

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH









**T** SECTION THROUGH ENTRY TERRACE LOOKING SOUTHWEST

0 10 20 40  
SCALE 1" = 20'-0" @ 11x17

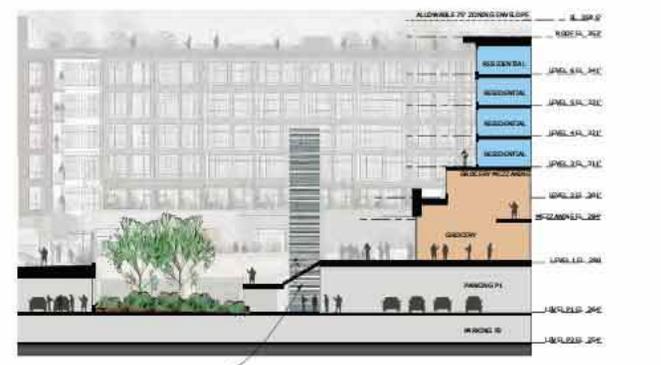
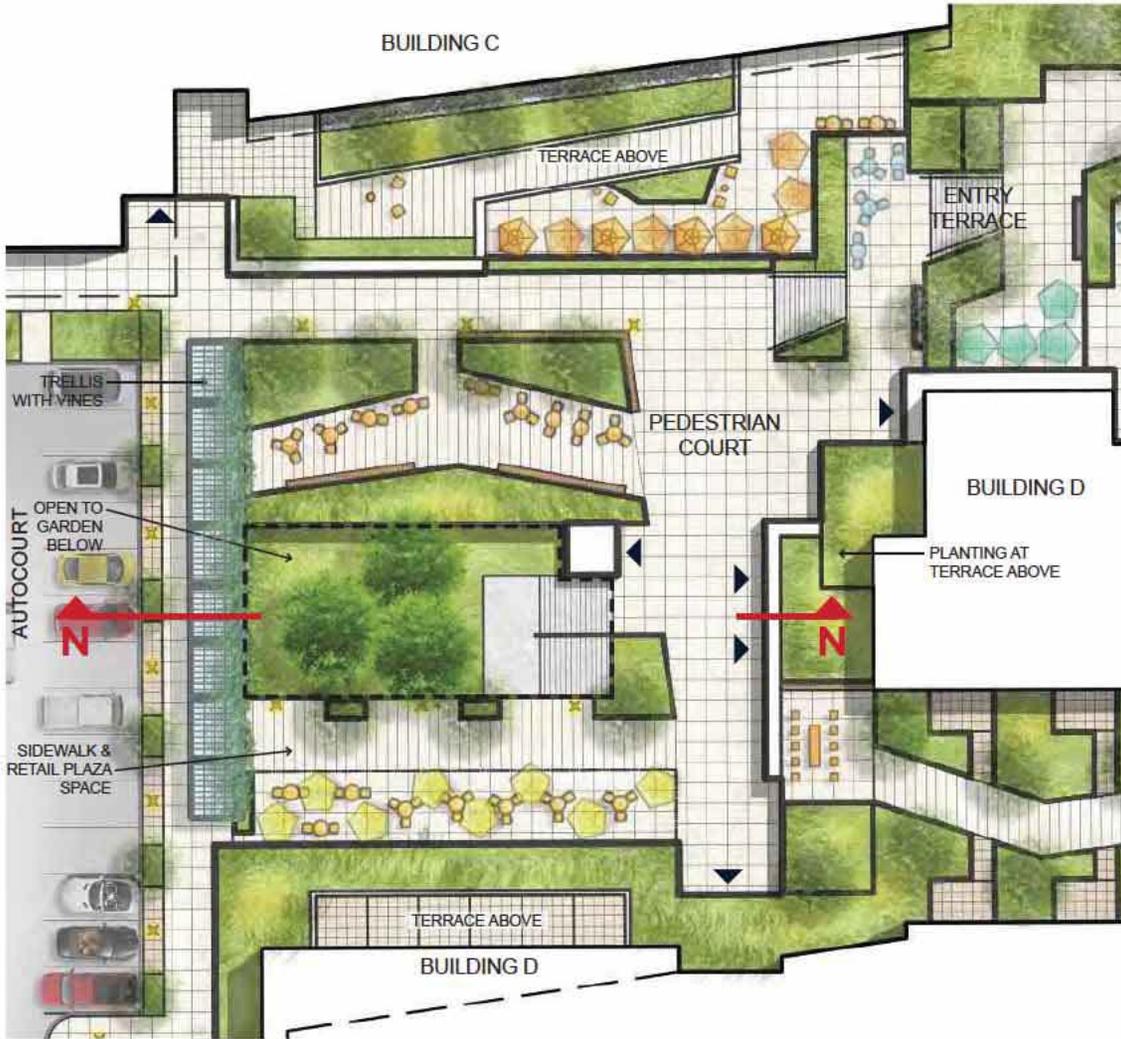


ENLARGED ENTRY TERRACE PLAN

0 6' 12' 25'  
SCALE 1" = 25'-0" @ 11x17

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





**N** SECTION THROUGH PEDESTRIAN COURT



TRELLIS



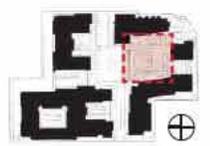
VERTICAL GREEN ELEMENTS

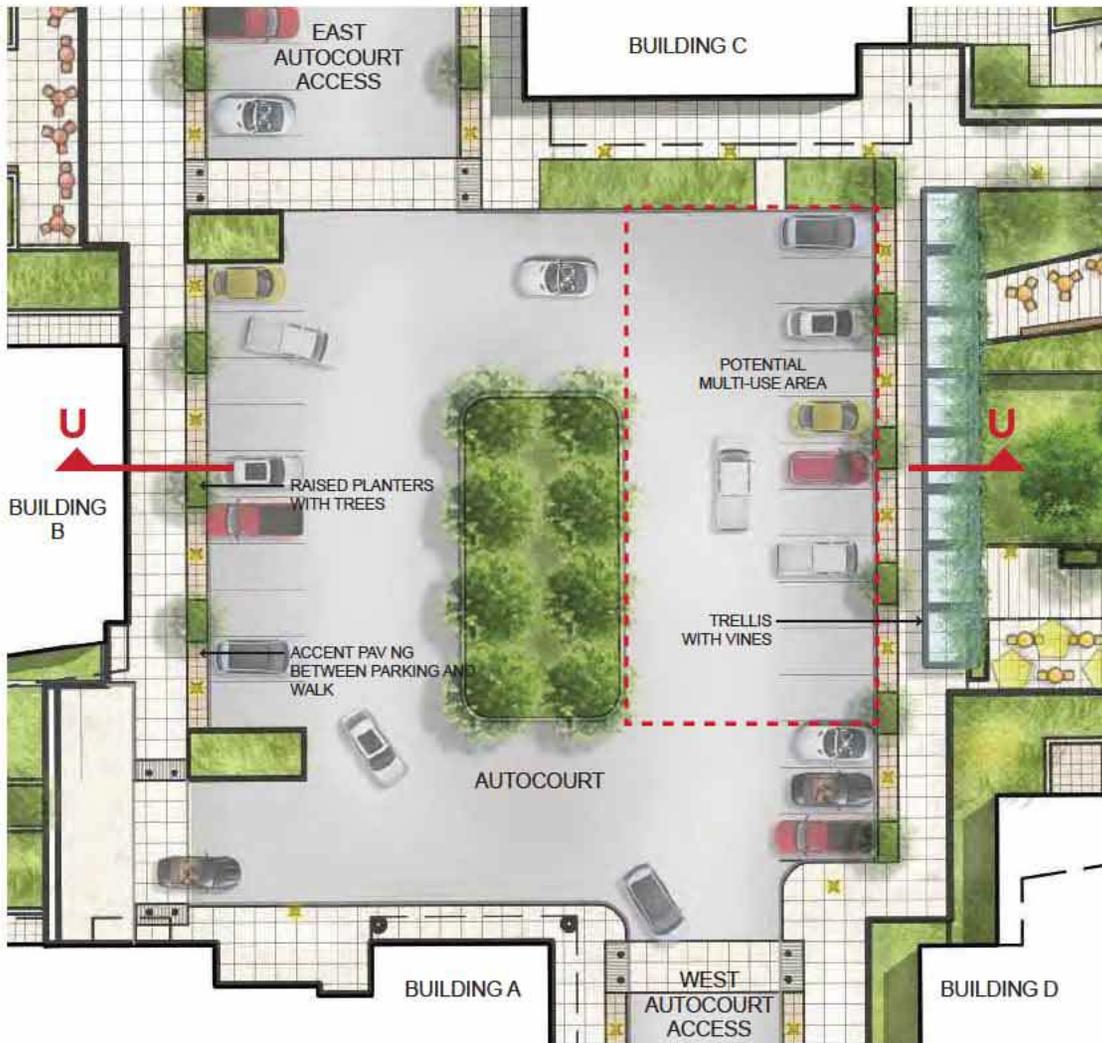


LINEAR SEATING



SIDEWALK RETAIL





**SECTION THROUGH PEDESTRIAN COURT**



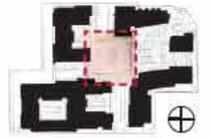
**ACCENT PAVING**



**MULTI-USE AREA**



**MULTI-USE AREA**



DESIGN GUIDELINES CONFORMANCE: 9/5/18

- Generous landscaping on 120th (and +122nd).
- Interior access streets have retail oriented uses.
- Interior roads function as streets.
- Include interior courts over parking.
- Encourage shared parking.
- Common open space for residential uses.
- Vertical architectural features at key locations.
- Diagonal access to 85th corner.
- Landscaped gateway element at corner of 85th and 122nd.
- Street trees on all streets for continuity.
- Incorporate useable public spaces, plazas and amenities.
- Loading and service areas located away from NE 85th Street.
- Use landscaping to emphasize entries, pedestrian areas and pedestrian routes.
- Provide corner building treatments at NE 85th and 120th.
- Utilize underground structured parking over parking lots.

FLYAROUND ANIMATION

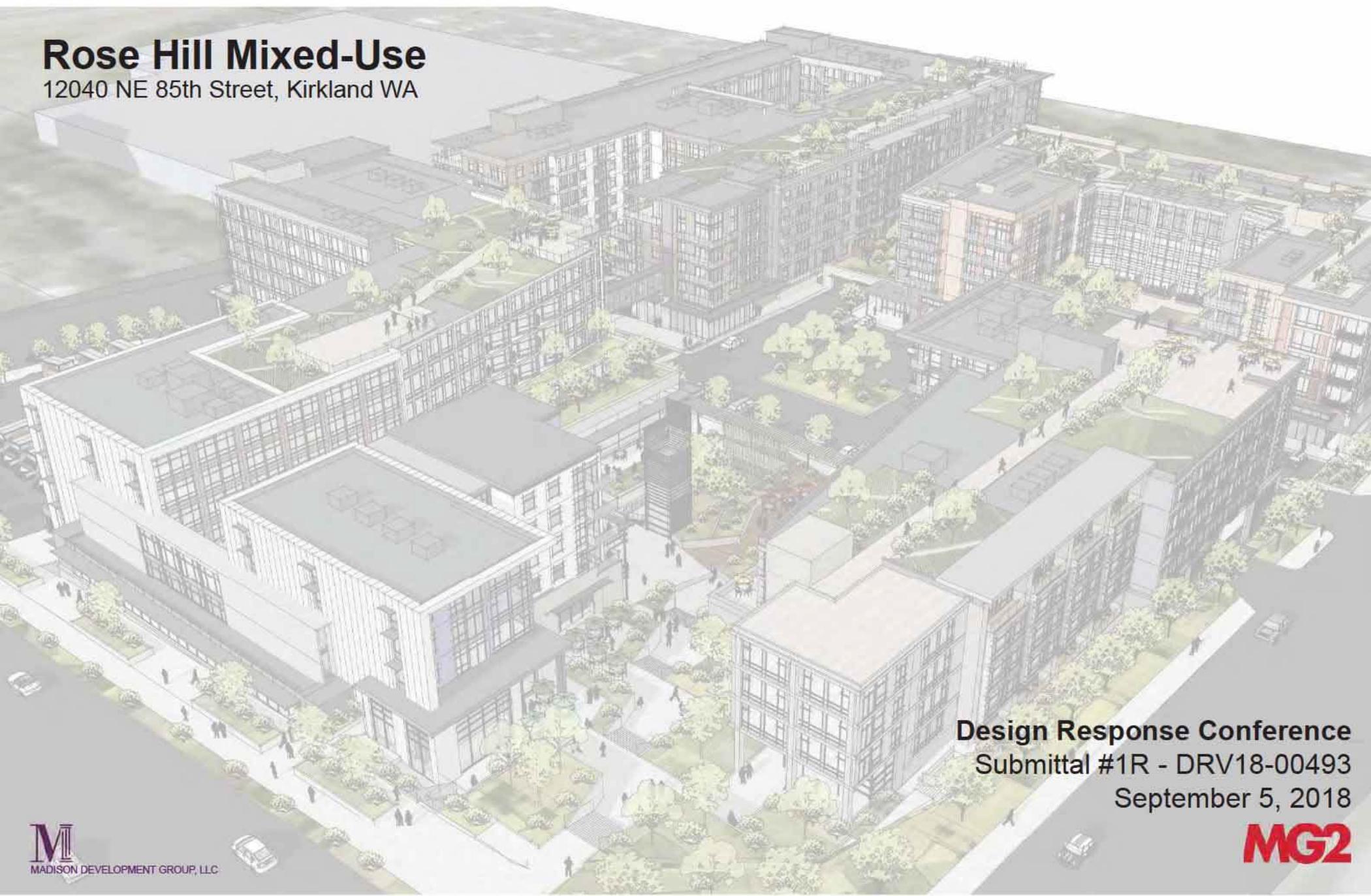
# Rose Hill Mixed-Use

DRV18-00493



# Rose Hill Mixed-Use

12040 NE 85th Street, Kirkland WA



**Design Response Conference**  
Submittal #1R - DRV18-00493  
September 5, 2018



## **PROJECT INFORMATION**

SITE ADDRESS: 12040 NE 85th Street  
Kirkland, WA 98033

PARCEL NUMBERS: 1238500110  
1238500115  
1238500125  
1238500135  
1238500140

LOT AREA: 300,500 SF

ZONING: RH 3 (Rose Hill Business District)

OVERLAY DISTRICT: 85th Sub-Area Plan

LOT COVERAGE: Actual: 91%  
Required: 80% (Proposed Zoning Amendment for 100%)

CURRENT USES: Mixed Retail  
Food Service  
Residential  
Surface Parking

BLDG. MAX. HEIGHT: Actual: 73'-0"  
Required 67'-0" (Proposed Zoning Amendment for 75'-0")

## **PROJECT TEAM**

DEVELOPER  
Madison Development Group, LLC  
Jim Gallagher  
141 Front Street North  
Issaquah, WA 98027  
425.889 9500

ARCHITECT  
MG2  
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LANDSCAPE ARCHITECT  
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Transportation Engineering NorthWest  
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Seattle, WA 98104

VERTICAL TRANSPORTATION  
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Carl Cary  
19515 North Creek Parkway #304  
Bothell, WA 98011  
425.205 2205

  
MADISON DEVELOPMENT GROUP, LLC

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<b>GROSS FLOOR AREA SUMMARY</b>	
<b>SITE AREA</b>	<b>300,500 SF</b>
<b>GROSS FLOOR AREA (LEVEL 1 &amp; ABOVE)</b>	
RESIDENTIAL (4 BUILDINGS)	633,900 SF
COMMERCIAL	115,800 SF
PARKING/BOH	39,000 SF
<b>TOTAL GFA (LEVEL 1 &amp; ABOVE)</b>	<b>788,700 SF</b>
<b>GROSS FLOOR AREA (BELOW LEVEL 1)</b>	
RESIDENTIAL	0 SF
COMMERCIAL	79,600 SF
PARKING/BOH	413,000 SF
<b>TOTAL GFA (BELOW LEVEL 1)</b>	<b>492,600 SF</b>
<b>TOTAL GFA</b>	<b>1,281,300 SF</b>
<b>PARKING COUNTS</b>	
ABOVE GRADE (LEVEL 1)	65
BELOW GRADE (LEVEL P1-P2)	927
<b>TOTAL PARKING COUNT</b>	<b>992</b>

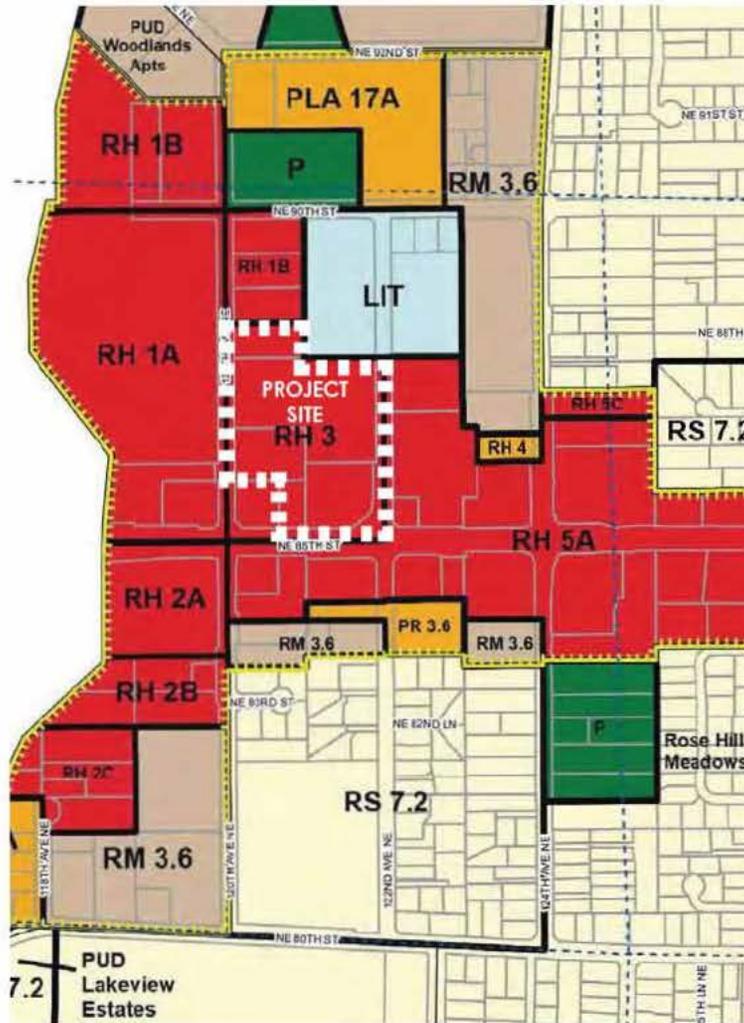
<b>DEVELOPMENT SUMMARY - BY BUILDING</b>					
<b>BUILDING</b>	<b>RESIDENTIAL (SF)</b>	<b>COMMERCIAL (SF)</b>	<b>PARKING/BOH (SF)</b>	<b>TOTAL GFA (SF)</b>	<b>UNITS</b>
<b>A</b>	225,240	119,200	-	344,440	277
<b>B</b>	120,560	20,500	-	141,060	152
<b>C</b>	100,400	21,900	-	122,300	122
<b>D</b>	187,700	33,800	-	221,500	224
<b>TOTAL</b>	<b>633,900</b>	<b>195,400</b>	<b>452,000</b>	<b>1,281,300</b>	<b>775</b>



VICINITY MAP



PARCEL MAP



ZONING MAP



**ZONING CODE**

**SECTION 53 32 - GENERAL REGULATIONS**

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Within required front yards, canopies and similar entry features may encroach, provided, that the total horizontal dimensions of such elements may not exceed 25 percent of the length of the structure.
3. Individual retail uses in this zone are limited to a maximum gross floor area of 65,000 square feet.
4. At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through block pedestrian pathway or an internal pathway.
5. The ground floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:
  - a. The following uses: Vehicle service stations, automotive service centers, private lodges or clubs, attached or stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community Facilities.
  - b. Parking Garages.
  - c. Additions to existing nonconforming
 Development where the planning official determines it is not feasible.
6. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works official may:
  - a. Require access from side streets; and/or
  - b. Encourage properties to share driveways, circulation and parking areas; and/or
  - c. Restrict access to right turn in and out; or
  - d. Prohibit access altogether along NE 85th Street.
7. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
8. Access for drive-through facilities must be approved by the Public Works official. See KZC 105.96 for requirements.
9. A through-block pedestrian pathway shall be installed pursuant to the through-block pathway standards in KZC 105.19; see Plate 34k:
  - a. Along the north portion of the zone to make an east-to-west pedestrian connection between 124th Avenue NE and 120th Avenue NE as designated in the Comprehensive Plan; and
  - b. Connecting the north end of the zone to NE 85th Street.
10. For lighting requirements associated with development, see KZC 115.85(2).



**1**  
120TH AVE NE AT CROSSWALK



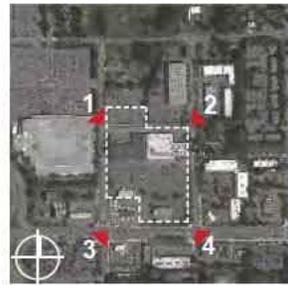
**2**  
NORTHEAST CORNER OF THE SITE



**3**  
INTERSECTION OF NE 85TH ST AND 120TH AVE NE



**4**  
INTERSECTION OF NE 85TH ST AND 122ND AVE NE





**5**  
NE 90TH ST AND 120TH AVE NE



**6**  
MID-BLOCK 122ND AVE NE



**7**  
MID-BLOCK NE 85TH ST



**8**  
MID-BLOCK 120TH AVE NE



## CONCEPTUAL DESIGN CONFERENCE SUMMARY & COMMENTS

**Presented on June 5, 2017 by Hewitt Architects**

In general, the board appreciated the overall massing of the buildings. They would like to see further development of the north side and facade along 85th. They also encourage further development of the hub scheme design. The size of the hub scheme's open space seemed about right.

1 - DRB: Concern for the north facade and the height of the structure when viewed from the neighborhood to the north.	RESPONSE: The massing along the north side of the project has been carefully considered to no impose upon the adjacent properties. The building facades have been held back from the north property line approximate 45' to provide perimeter auto and pedestrian circulation and landscape buffering which minimizes the impact of the proposed buildings via landscaping and distance. In addition, the north building facades of building A and B have upper level step-backs, are broken into two separate buildings and provide generous modulation.
2 - DRB: Thinks the interior could be simplified with a diagonal piazza or simpler shape at the interior.	RESPONSE: Previous DRB deliberations favored the size of the Hub Scheme while preferring the well defined, strong form of the Piazza Scheme. Our proposed plaza configuration is a well-defined rectangular space that has been divided into distinctive automobile and pedestrian plazas. The space is well organized and easily comprehended which aids in clear circulation with a central focus.
3- DRB: Food services from the grocery store could engage 85th, ensure activation happens along 85th.	RESPONSE: Activation of the SE corner terraces and entrance stairs is very important to the success of the pedestrian access to the intersection. The grocery mezzanine will likely include a food service dining area, is positioned to spill out onto one of these mid-level terraces. The 85th street frontage will be well engaged via a continuous clerestory storefront which looks down into the grocery store. The east end of this frontage will provide a commercial space and a residential entrance/ lobby which is well-connected to the SE corner plaza.
4 - DRB: The abruptness of the approach to U-Haul, may also be an issue. We want to make sure that we don't end up with a very abrupt wall here, which is along 85th.	RESPONSE: Any previous abruptness between the building mass along 85th st. Relative to the U-Haul site, has been mediated by bifurcating our south facade into two buildings. In addition, the west elevation adjacent to u-haul of our residential massing has been held back from the property line and broken into two distinct building masses. This variation in facade design and orientation helps provide visual interest adjacent to the U-Haul Property.
5- DRB: Would like to see how the long walls will be modulated and/or broken up along 120th and 122nd.	RESPONSE: The previous scheme's long walls along the east and west elevations have been broken into more equal lengths, as well as been well modulated into distinctive facade types.
6- DRB: How will pedestrians like kids travel through the site? t's clear that the east is friendlier then west.	RESPONSE: Pedestrians well access and travel through the site via well defined access points. The southeast corner plaza will invite the visitors with a generous and well organized sequence of terraces connected via a grand stair. Entrance drives with generous sidewalks and landscaping will connect both 120th and 122nd Street's to the interior plaza. The need for any exterior circulation between the northwest in northeast side corners isn't relevant to off-site or on site circulation.
7 - DRB: The dilemma is that the project faces inward. I'm going to encourage the applicant to also face outward along 120th & 85th, in the same way that happens along 122nd.	RESPONSE: The previous scheme fronted parking garages along both 120th and 122nd. This exposed parking garage layout has been eliminated. The 122nd street elevation now provides street level commercial to residential entrance lobby's, with some residential units buffered by landscaping. The 120th street elevation now provides street level health club storefronts and residential entrances. Both 120th and 1202nd now provide pedestrian oriented frontages which provide an interesting and active walk and experience.
8 - DRB: I'm not sure that the Costco is a destination, or that the pedestrian pathway needs to extend all the way to the north. Signalization will be required at some point in the future.	RESPONSE: The existing pedestrian crosswalk will likely need to be relocated to provide direct access from the Costco store to the remaining Costco parking opposite 120th st. Whether signalization is necessary is yet to be determined.
9 - DRB: Residential uses at the ground floor should be encouraged along the sidewalks at both 120th & 122nd. Would like to see ground floor connections with section or elevations.	RESPONSE: Please see previous response regarding project facing outwards towards 120th and 122nd streets.
10 - DRB: Would like to see some of the clarity of the strong interior piazza form brought into the hub scheme, through the use of paving, landscape material, and edges of buildings.	RESPONSE: The strength of the previous interior piazza scheme was in the clarity of it's geometric space. Unfortunately, the development of the parking and pedestrian areas appeared very suburban and reminiscent of the strip retail center. Comparatively, we have reduce the size of the plaza, defined distinctive automobile versus pedestrian areas, and suggest clearly defined circulation patterns and casual seating areas, separated by generous landscaping. Please see the illustrated site plan.
11 - DRB: Definition of the outdoor room configuration is important. Sun exposure is important to preserve along the north edge of the grocery store, and the massing of the housing above.	RESPONSE: The central plaza is well defined by the adjacent commercial spaces, with the pedestrian implies a space appropriately scaled to appear well utilized and active. The upper residential facades are stepped back from the commercial massing to provide a secondary upper plaza scale which affords generous sunlight. The upper residential mass along 85th ST is divided to provide excellent midday sun exposure. The pedestrian plaza as well as the north grocery frontage will be an excellent outdoor experience.

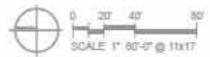
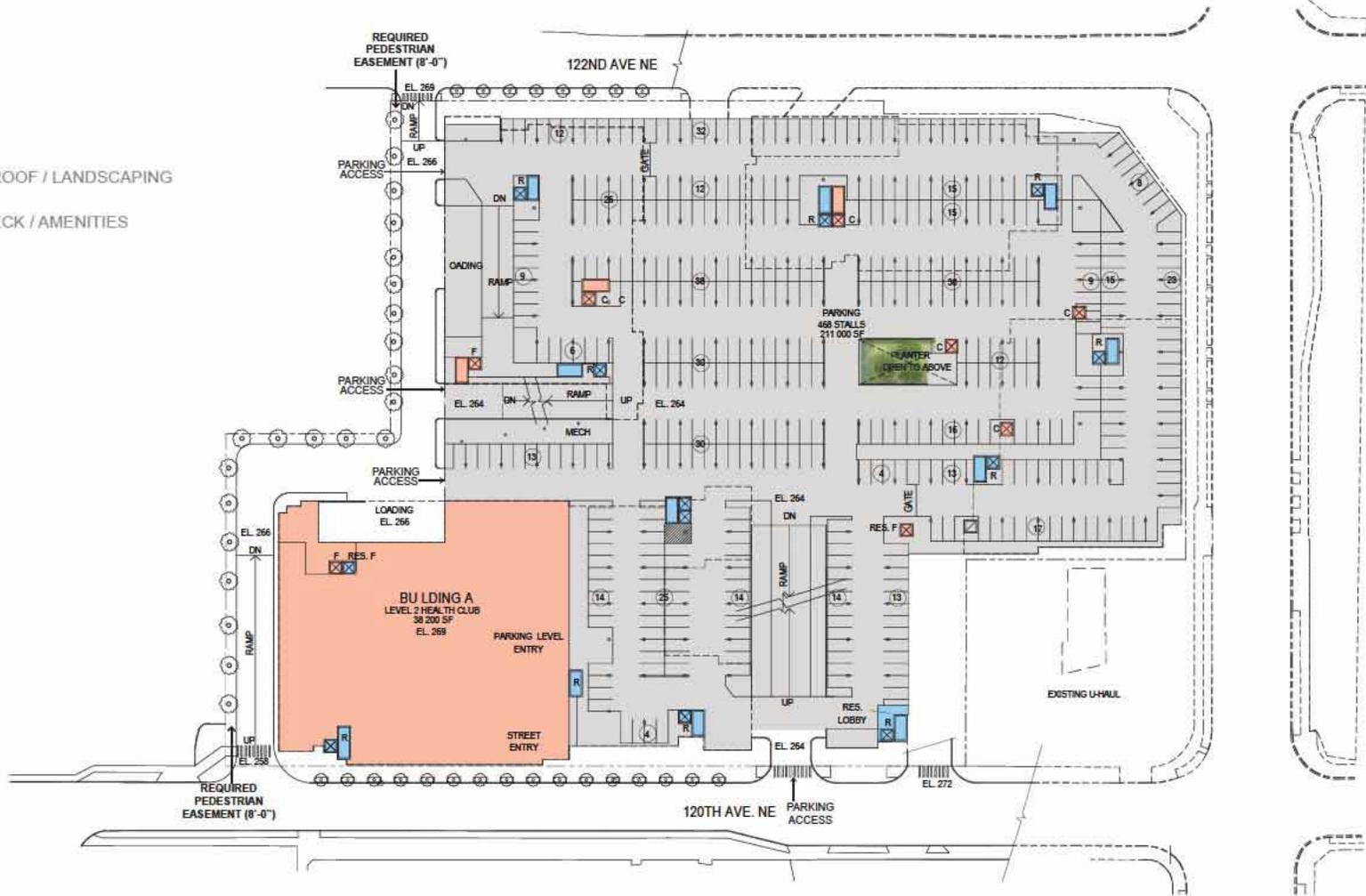
**KEY**

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES



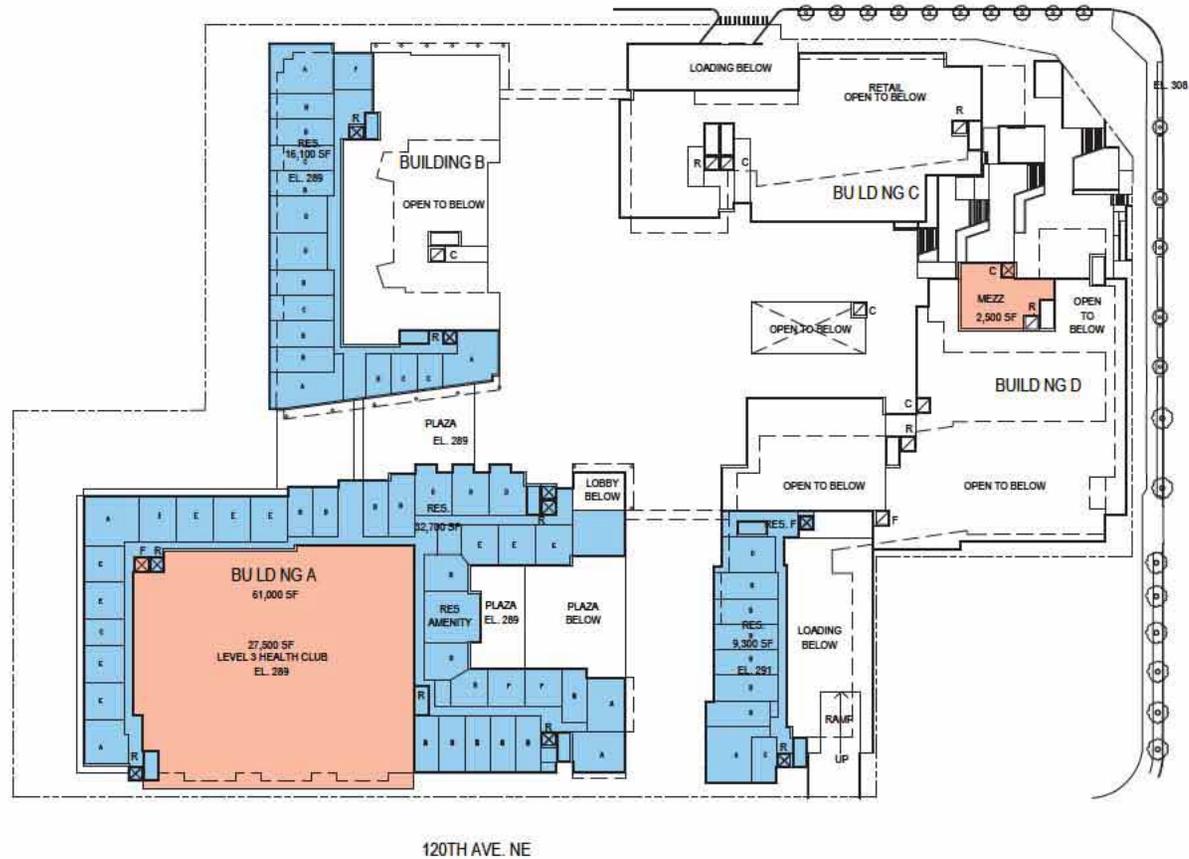
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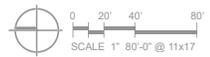
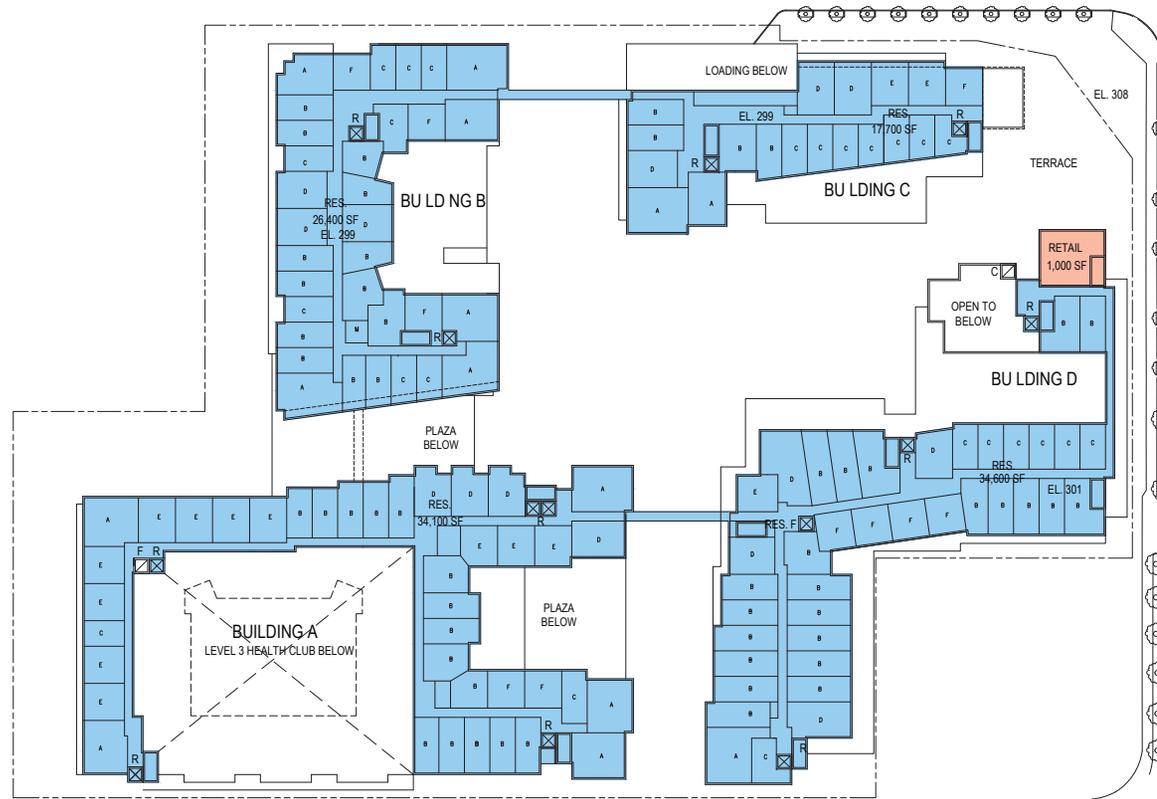
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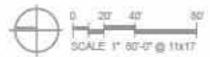
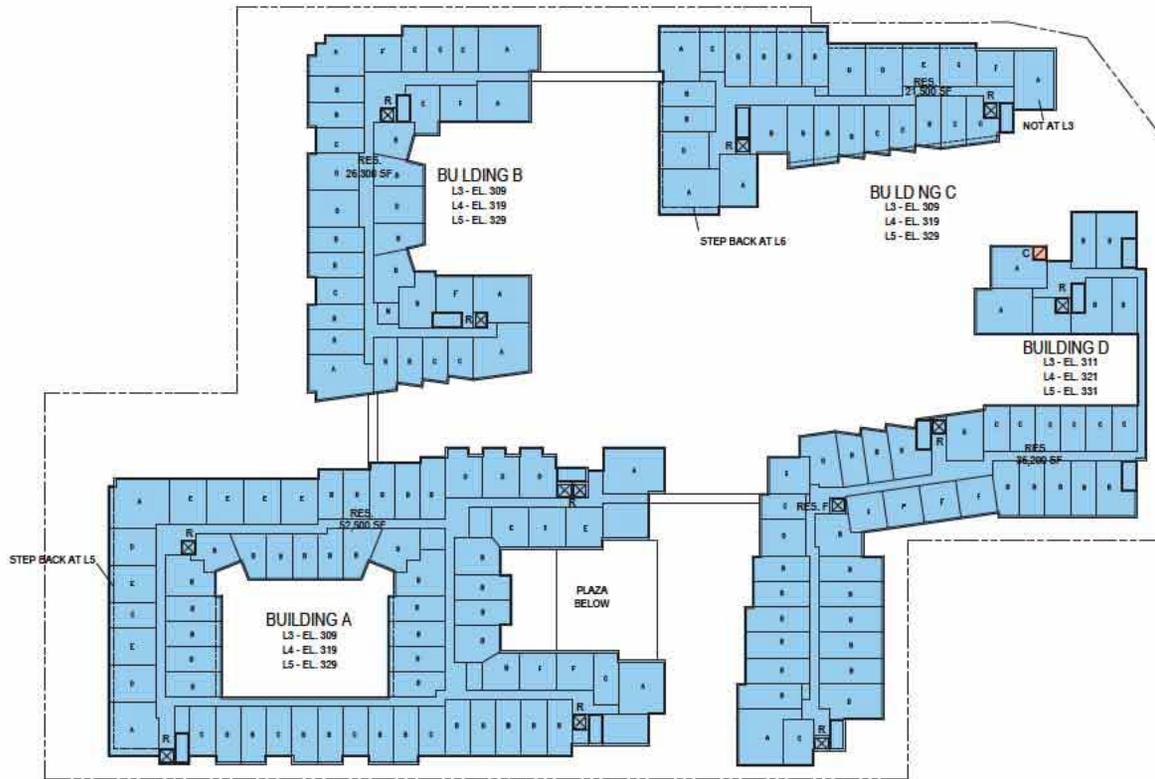
**LEVEL 2 - FLOOR PLAN | 19**

ROSE HILL MIXED-USE | DRC SUBMITTAL #1R | SEPTEMBER 5, 2018



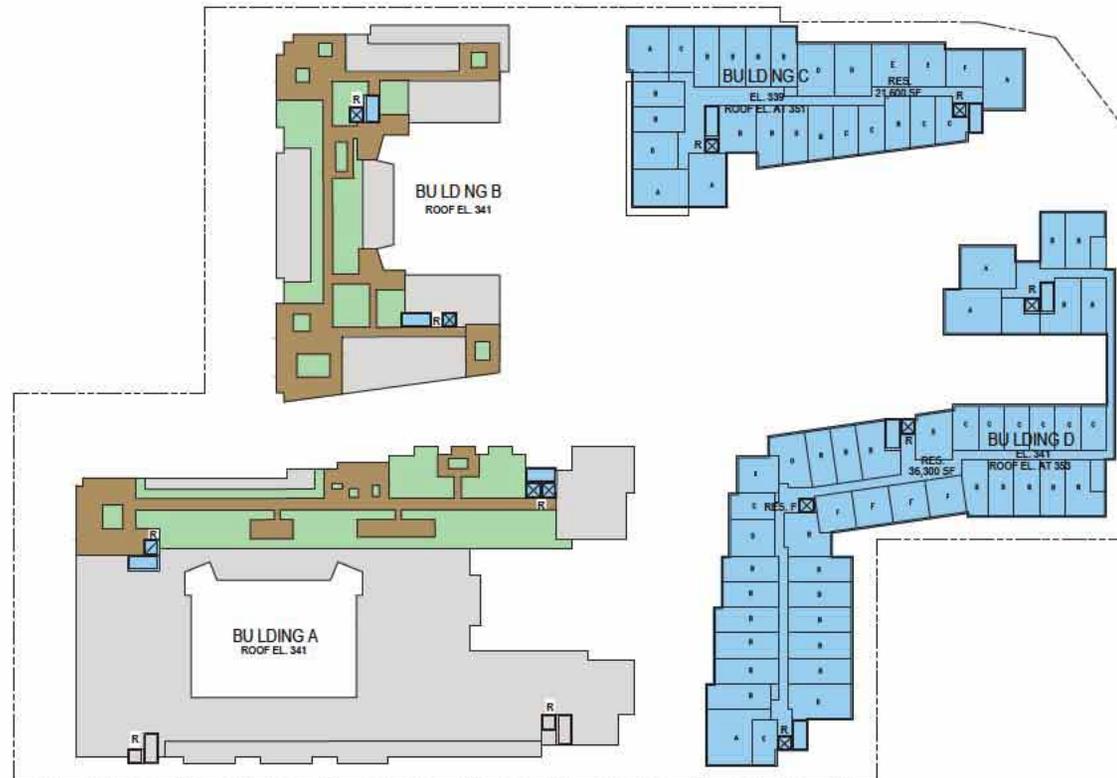
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**KEY**

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- PRELIMINARY ROOF DECK / AMENITIES









**1**  
CORNER OF NE 85TH ST & 122ND AVE NE



**2**  
LOOKING DOWN 120TH AVE NE & NORTH ACCESS ROAD



**3**  
EAST AUTOCOURT ACCESS FROM MID-BLOCK OF 122ND AVE NE



**4**  
WEST AUTOCOURT ACCESS FROM MID-BLOCK OF 120TH AVE NE





5  
120TH AVE NE ST BY U-HAUL



6  
SOUTHEAST AERIAL AT ENTRY TERRACE



7  
PLAZA AERIAL LOOKING SOUTHEAST



8  
NE CORNER LOOKING DOWN 122ND AVE NE ST & NORTH ACCESS ROAD



PROPOSED MAX. HEIGHT - EL. 367.6'  
 BLDG D ROOF - EL. 353'  
 BLDG D LEVEL 6 - EL. 341'  
 BLDG D LEVEL 5 - EL. 331'  
 BLDG D LEVEL 4 - EL. 321'  
 BLDG D LEVEL 3 - EL. 311'  
 BLDG D LEVEL 2 - EL. 301'  
 BLDG D LEVEL 1.5 - EL. 291'  
 BLDG D LEVEL 1 - EL. 280'



PROPOSED MAX. HEIGHT - EL. 369'  
 BLDG C ROOF - EL. 351'  
 BLDG C LEVEL 6 - EL. 339'  
 BLDG C LEVEL 5 - EL. 329'  
 BLDG C LEVEL 4 - EL. 319'  
 BLDG C LEVEL 3 - EL. 309'  
 BLDG C LEVEL 2 - EL. 299'  
 BLDG C LEVEL 1 - EL. 280'

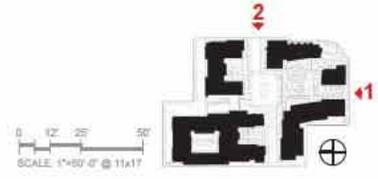
**1** SOUTH ELEVATION ALONG 85TH ST

PROPOSED MAX. HEIGHT - EL. 366'  
 BLDG C ROOF - EL. 351'  
 BLDG C LEVEL 6 - EL. 339'  
 BLDG C LEVEL 5 - EL. 329'  
 BLDG C LEVEL 4 - EL. 319'  
 BLDG C LEVEL 3 - EL. 309'  
 BLDG C LEVEL 2 - EL. 299'  
 BLDG C LEVEL 1 - EL. 280'



PROPOSED MAX. HEIGHT - EL. 315'  
 BLDG B ROOF - EL. 341'  
 BLDG B LEVEL 5 - EL. 329'  
 BLDG B LEVEL 4 - EL. 319'  
 BLDG B LEVEL 3 - EL. 309'  
 BLDG B LEVEL 2 - EL. 299'  
 BLDG B LEVEL 1.5 - EL. 289'  
 BLDG B LEVEL 1 - EL. 276'  
 BLDG B LEVEL P1 - EL. 264'

**2** EAST ELEVATION ALONG 122ND AVE NE





**3** NORTH ELEVATION ALONG FIRE ACCESS ROAD



**4** WEST ELEVATION ALONG 85TH ST 120TH AVE NE



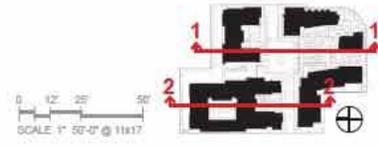


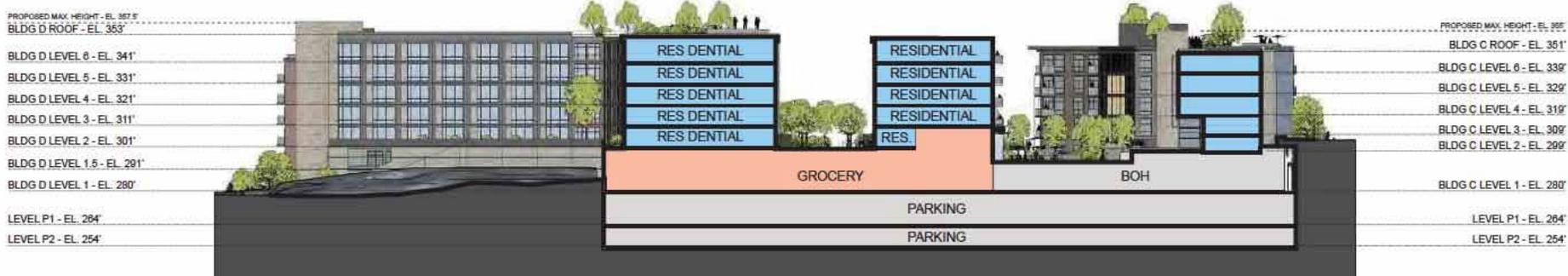
**1** NORTH-SOUTH SECTION AT PLAZA LOOKING EAST



**2** NORTH-SOUTH SECTION AT GYM LOOKING EAST

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH



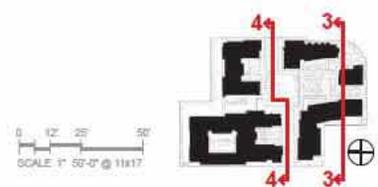


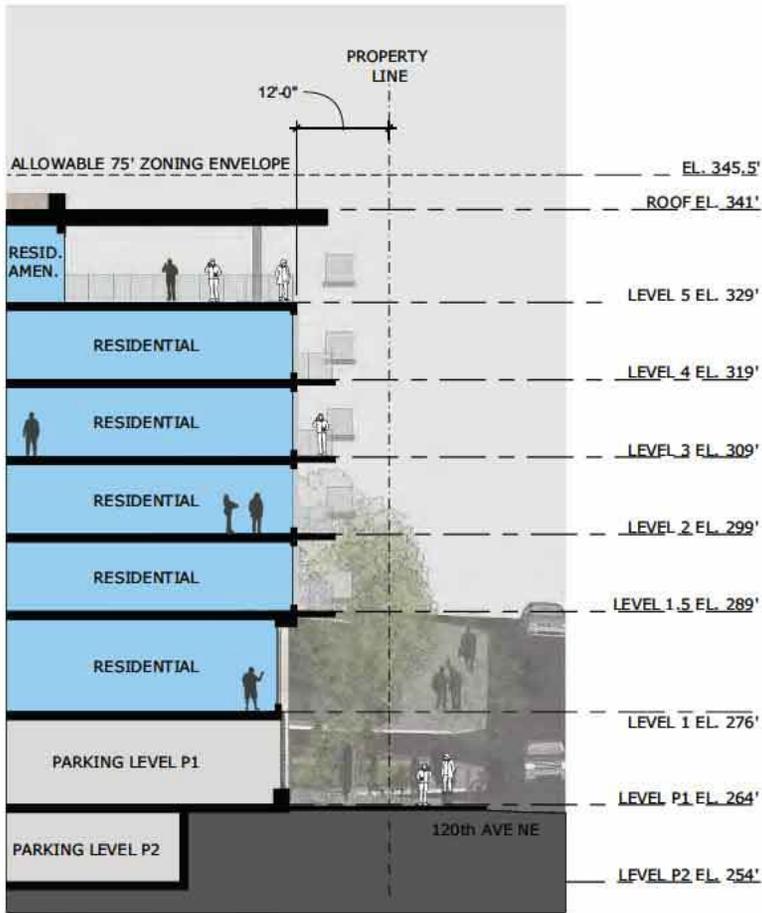
**3** EAST-WEST SECTION AT PEDESTRIAN PLAZA LOOKING NORTH



**4** EAST-WEST SECTION AT AUTOCOURT LOOKING NORTH

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





BUILDING A - ELEVATION ALONG 120TH AVE NE

SCALE 1" = 25'-0" @ 11x17



BUILDING A - WEST FRONTAGE PLAN ALONG 120TH AVE NE

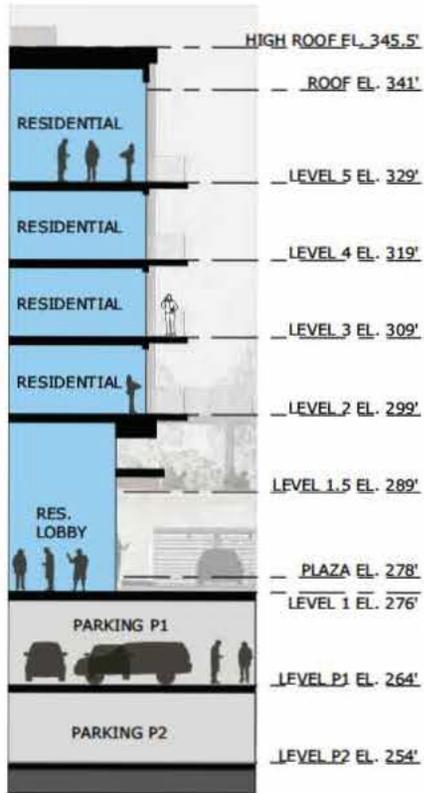
SCALE 1" = 25'-0" @ 11x17

**B** BUILDING A - WEST FRONTAGE SECTION

SCALE 1/8" = 1'-0" @ 11x17

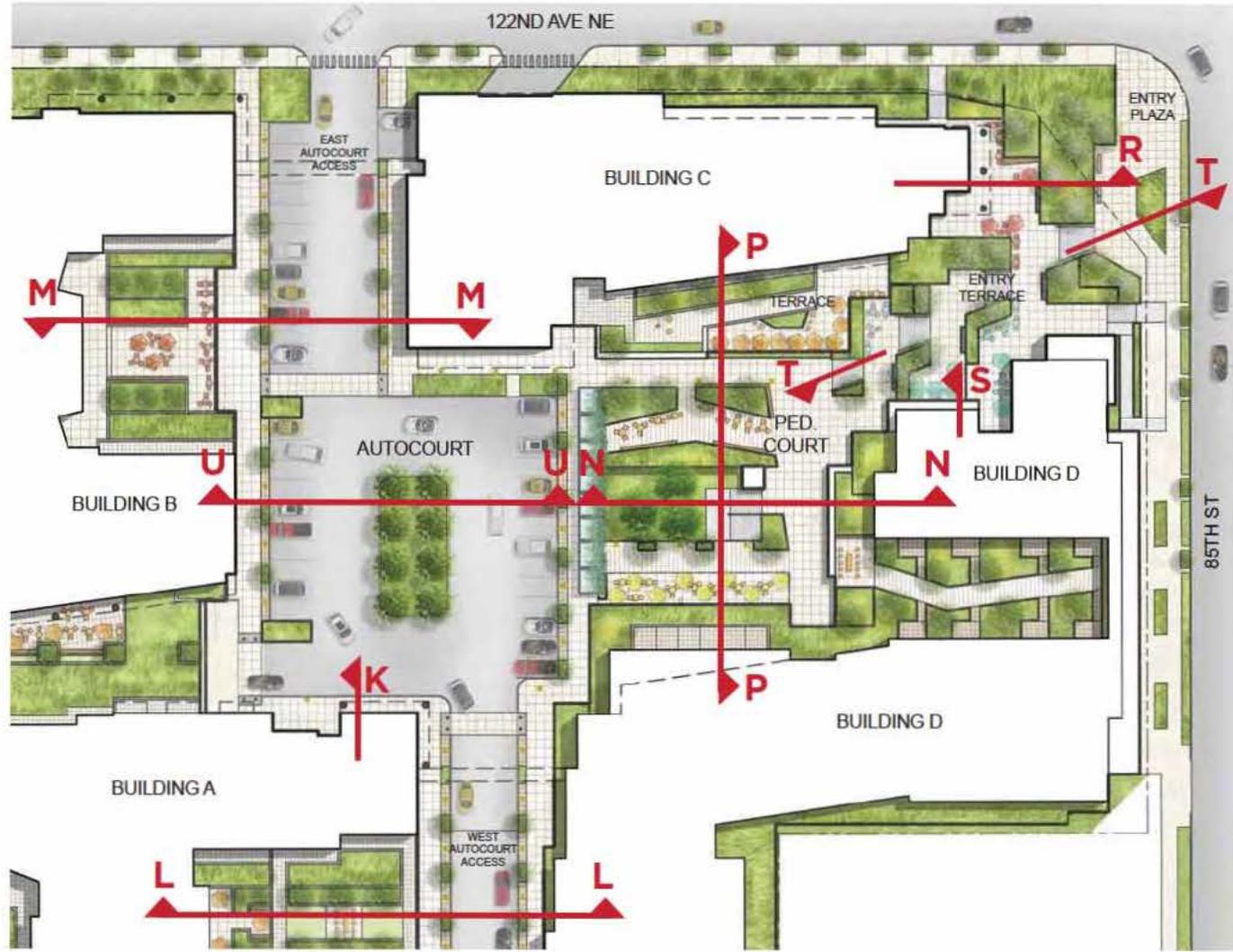
- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





**K** BUILDING A - FRONTAGE SECTION

SCALE: 1/8" = 1'-0" @ 1/8" = 1'



ENLARGED INTERIOR PLAN

- KEY
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH

SCALE: 1" = 25'-0" @ 1/8" = 1'



INTERIOR SECTIONS - AUTOCOURT | 45  
 ROSE HILL MIXED-USE | DRC SUBMITTAL #1R | SEPTEMBER 5, 2018





**U** SECTION THROUGH AUTOCOURT LOOKING EAST

0 2 4 6  
SCALE 1/8" = 1'-0" @ 11x17

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





**L** SECTION THROUGH WEST AUTOCOURT ACCESS



- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





BLDG C

BLDG B

**M** SECTION THROUGH 122ND AVE NE CONNECTION

0 2 4 6  
SCALE 1/16" = 1'-0" @ 11x17

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





BLDG C

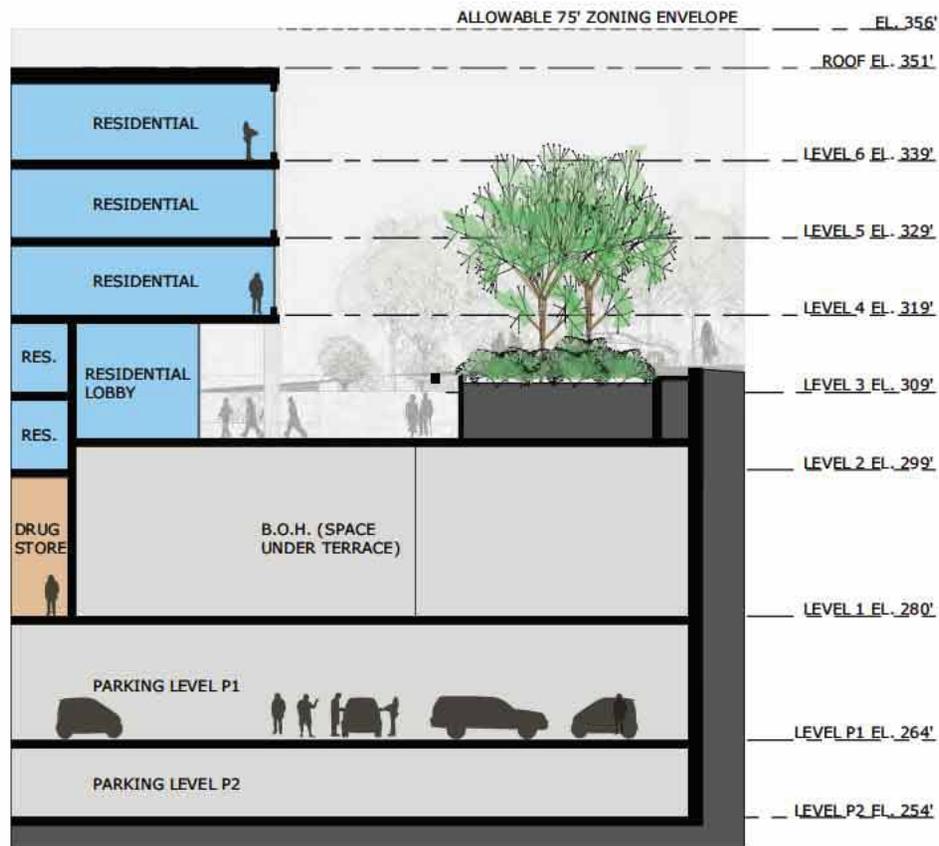
BLDG D

**P** SECTION THROUGH PEDESTRIAN COURT LOOKING SOUTH



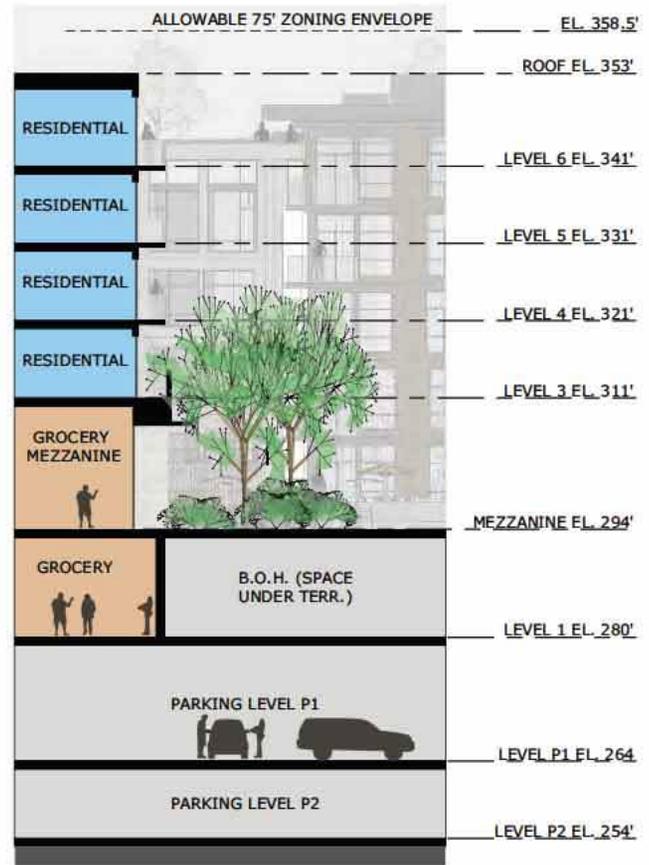
- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH





**R** SECTION THROUGH BUILDING C LOOKING EAST

SCALE 1/16" = 1'-0" @ 11x17

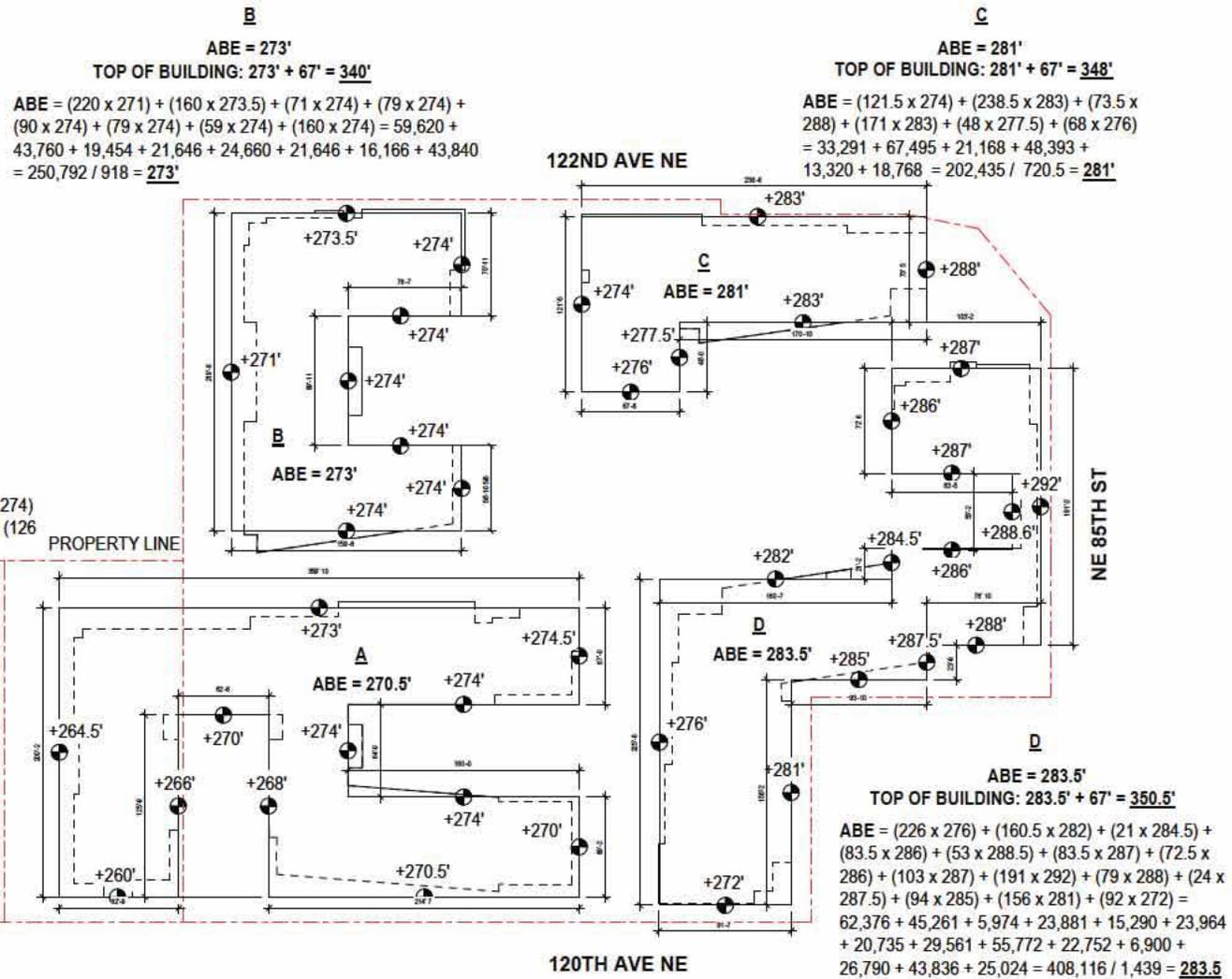


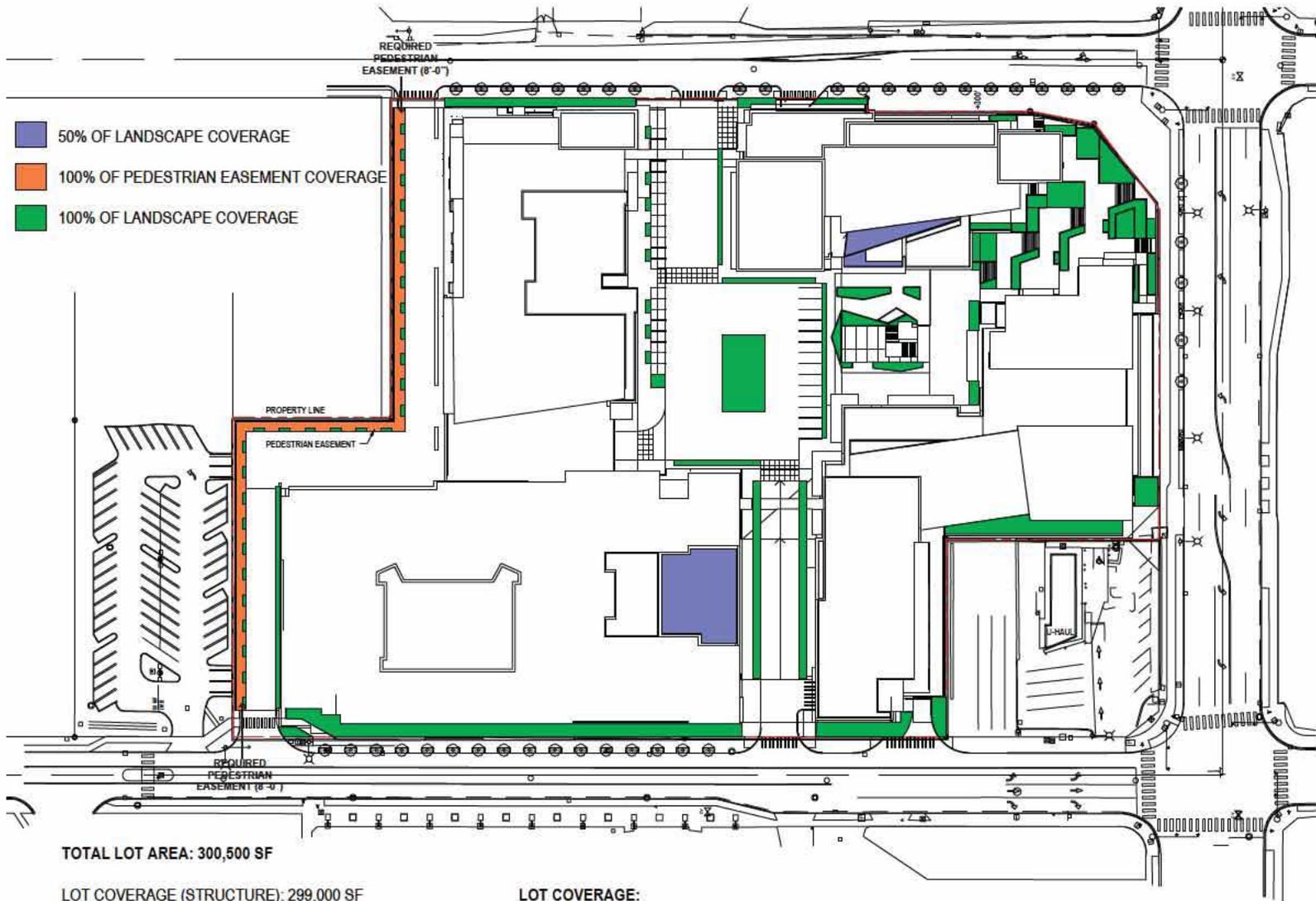
**S** SECTION THROUGH BUILDING D LOOKING NORTH

SCALE 1/16" = 1'-0" @ 11x17

- KEY**
- COMMERCIAL
  - RESIDENTIAL
  - PARKING / BOH







TOTAL LOT AREA: 300,500 SF

LOT COVERAGE (STRUCTURE): 299,000 SF

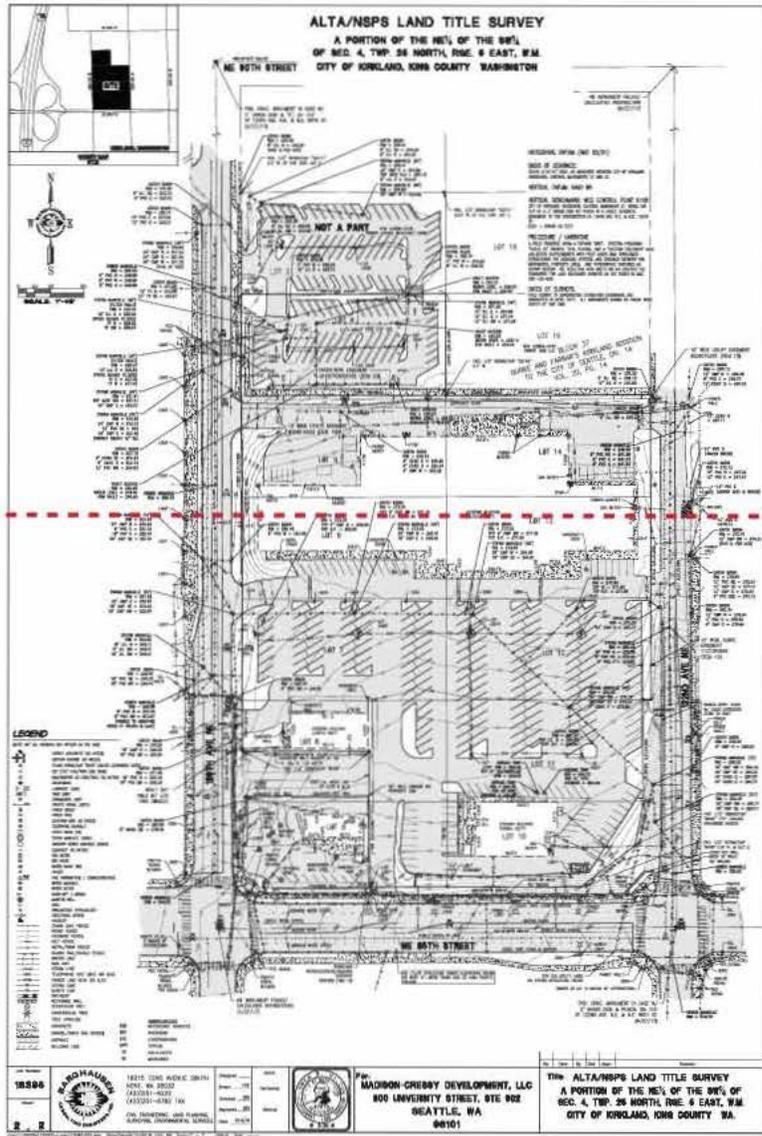
**LOT COVERAGE:**

$(27,500 \text{ SF} / 299,000 \text{ SF}) \times 100 = 9\% \text{ LANDSCAPE, } 91\% \text{ LOT COVERAGE}$

LOT COVERAGE (LANDSCAPE): 21,000 SF

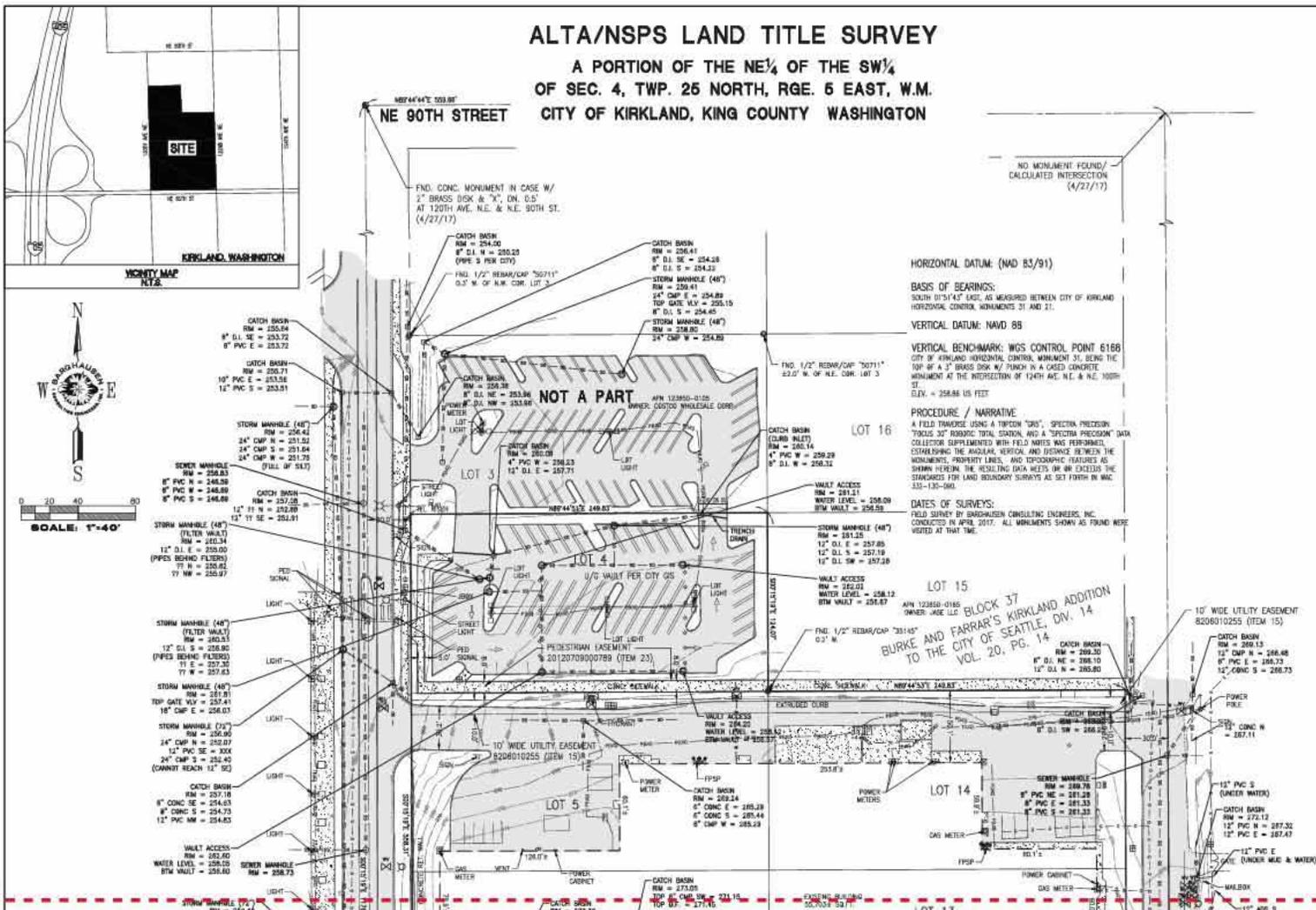
LOT COVERAGE (PEDESTRIAN EASEMENT): 4,000 SF

LOT COVERAGE (LANDSCAPE @ PODIUM) (50%): 2,500 SF



# ALTA/NSPS LAND TITLE SURVEY

A PORTION OF THE NE 1/4 OF THE SW 1/4  
OF SEC. 4, TWP. 25 NORTH, RGE. 5 EAST, W.M.  
CITY OF KIRKLAND, KING COUNTY WASHINGTON







**M**

July 13, 2018

Julia O'Connell  
Township of Kirkland  
www.kirkland.wa.gov

July 13, 2018  
Janice Cooper  
City Planner  
City of Kirkland Planning and Building Department  
1155 1<sup>st</sup> Ave  
Kirkland, WA 98033

Dear Mr. Cooper:

We are writing to you as the developer of five parcels making up the R1-3 zone located at 13040 NE 85<sup>th</sup> Street. The King County parcel numbers for the property are as follows:

- 1238500110
- 1238500115
- 1238500221
- 1238500335
- 1238500440

This town-oriented development will be adjacent to the future 1405 BRT station and will provide over 200,000 square feet of retail including grocery, drug store and fitness center. Above the retail and underground parking structure, there will be four 5-6 level residential buildings totaling approximately 740 residential units with 80% being designated as affordable housing.

The design team and ourselves are excited about our design for the project and optimistic on how it will contribute to transforming the Rose Hill Corridor District into a vibrant 24-hour neighborhood. Our vision is not only to provide retail and restaurants, health club, and apartment homes, but to create a place where people will truly want to congregate, visit, and enjoy the public spaces. We envision a place for residents to meet friends and family, to enjoy the surroundings and services, and for visitors to enjoy the parks and gardens. In addition to the public amenities at ground level, we plan to provide residential amenities on the rooftops. This will include outdoor plazas with generous landscaping providing opportunities for casual seating and barbecues. To successfully provide these pedestrian public spaces as well as the rooftop amenity areas, the design team is proposing two zoning code amendments for the Rose Hill Zone:

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**MADISON**

July 13, 2018  
Page 2

As part of the Rose Hill 7 Neighborhood Plan update process, we would like the City of Kirkland to consider the following code amendments to help achieve a vibrant urban mixed-use project:

Increase Lot Coverage of the R1-3 Zone to 300%

With the construction of the 1405 BRT station at NE 85<sup>th</sup> St, we believe Kirkland will benefit from transit-oriented developments such as ours. With almost 800 residential units including low-income housing, our Rose Hill development will bring urban density with retail anchors that can support the daily needs of its residents and the surrounding communities. For providing city density, our project will be providing a large public plaza and vegetated sky deck to serve as a public gathering space. We believe these elements will be valuable public amenities and serve as the heart of this future urban neighborhood.

Examples of higher density include Totem Lake, Yarrow Bay, and the Central Business District. In Totem Lake (TL 18) lot coverage of 85% can be increased by providing superior landscaping on lower portions of structures or rooftop, visual and permeable access to public gardens, or other approaches that provide for usable green space (MNC 55-15.09C.5.h). The Central Business District (CBD 1) allows 100% lot coverage along Central Way. Here the stacked residential is supported by retail and restaurant attractions that will make this business corridor a highlight of Kirkland's urban living. Lastly, Yarrow Bay (YB 3) allows for 100% lot coverage next to the South Kirkland Park and Ride. Here Kirkland Crossing and Velocity Apartments create a high-density transit-oriented development which promotes the public with a landscaped plaza connection through the site.

Increase the Allowable Height Limit from 67'-0" to 75'-0"

We propose that the R1-3 zoning regulations be modified to increase the overall building height by 8'-0" to allow for decorative parapets, roof plane zoning systems, open walkways, and landscaped planters. The increase to the allowable height would not increase the number of floors that stacked allow for increased flexibility of architectural forms at the roof line. Roof modulation offered by varying parapet heights enhances the building elevations by supporting the exterior design sophistication and providing visual interest from the surrounding community. Lastly, the quality and feasibility of rooftop amenity areas will be dependent upon design elements such as plaza paving, seating settings and planters. Rooftop amenity areas will allow tenants to relax and recreate in a

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**MADISON**

July 13, 2018  
Page 3

park the setting while enjoying the surrounding views which is a hallmark of desirable residential buildings.

Decrease the required parking for Residential

We propose that the R1-3 zoning regulations be modified to decrease the parking requirements for mixed-use developments containing multi-family residential use and retail uses. The land use portion of the Kirkland comprehensive plan lists the importance of new innovative developments and changing household needs. We believe there will be a major reduction in car ownership as a result of car sharing services and expanding mass transit. The proximity of the planned new 1405 BRT station will provide a direct connection with downtown Bellevue which will make Seattle and other employment centers accessible via light rail. The BRT station meets our project's transit-oriented development, and most all jurisdictions reduce the parking requirements for Transit-oriented development. Specifically, the Kirkland comprehensive plan policy LU-3.7 states that a reduction in parking requirements should be considered for walkable areas with convenient shops, services and good transit service. The design team and project developer foresee the resulting parking demand to be lower than the parking requirements currently applicable to the site zone. We have asked our traffic consultant to prepare a parking study that will forecast the parking demand for the R1-3 zone. We will share that study with you as soon as it is finished. In the meantime, we request that you begin the amendment process holding open the exact parking ratios that will apply to the R1-3 zone.

We hope that the City of Kirkland will support these modifications to the R1-3 zoning regulations. The proposed revisions are consistent with many of the policies in the Kirkland Comprehensive Plan related to Community Character, Climate Change, Land Use (especially land use/transportation linkages), and the NE 85<sup>th</sup> Street Subarea. Policy M200-5.5 provides for walking zoning incentives or other incentives to encourage commercial redevelopment in the Subarea. The requested amendments are precisely that as they will enable us to provide the City with a more-use project at the doorstep to its new rapid transit station. Thank you for your consideration.

Sincerely,  
  
 Jim Gallagher  
 Principal

(www.madison.com)



**CITY OF KIRKLAND**  
**Planning and Building Department**  
123 5th Avenue, Kirkland, WA 98033  
425.587.3600 ~ [www.kirklandwa.gov](http://www.kirklandwa.gov)

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## **DEVELOPMENT STANDARDS LIST**

### **FILE: ROSE HILL MIXED USE, DRV18-00493**

#### **ZONING CODE STANDARDS**

**95.51.2.a Required Landscaping.** All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.

**95.52 Prohibited Vegetation.** Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

**100.25 Sign Permits.** Separate sign permit(s) are required. In JBD and CBD cabinet signs are prohibited.

**105.32 Bicycle Parking.** All uses, except single family dwelling units and duplex structures with 6 or more vehicle parking spaces must provide covered bicycle parking within 50 feet of an entrance to the building at a ratio of one bicycle space for each twelve motor vehicle parking spaces. Check with Planner to determine the number of bike racks required and location.

**105.18 Entrance Walkways.** All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.

**105.18 Overhead Weather Protection.** All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.

**105.18.2 Walkway Standards.** Pedestrian walkways must be at least 5' wide; must be distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20' above the ground.

**105.18.2 Overhead Weather Protection Standards.** Overhead weather protection must be provided along any portion of the building adjacent to a pedestrian walkway or sidewalk; over the primary exterior entrance to all buildings. May be composed of awnings, marquees, canopies or building overhangs; must cover at least 5' of the width of the adjacent walkway; and must be at least 8 feet above the ground immediately below it. In design districts, translucent awnings may not be backlit; see section for the percent of property frontage or building facade.

**105.19 Public Pedestrian Walkways.** The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way. If in a design district, see section and Plate 34 for through block pathways standards.

**105.58 Parking Lot Locations in Design Districts.** See section for standards unique to each district.

**105.65 Compact Parking Stalls.** Up to 50% of the number of parking spaces may be

designated for compact cars.

**105.60.2 Parking Area Driveways.** Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.

**105.60.3 Wheelstops.** Parking areas must be constructed so that car wheels are kept at least 2' from pedestrian and landscape areas.

**105.60.4 Parking Lot Walkways.** All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

**105.77 Parking Area Curbing.** All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6" high vertical concrete curb.

**105.96 Drive Through Facilities.** See section for design criteria for approving drive through facilities.

**110.52 Sidewalks and Public Improvements in Design Districts.** See section, Plate 34 and public works approved plans manual for sidewalk standards and decorative lighting design applicable to design districts.

**110.60.5 Street Trees.** All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

**115.25 Work Hours.** It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

**115.45 Garbage and Recycling Placement and Screening.** For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be setback from property lines, located outside landscape buffers, and screened from view from the street, adjacent properties and pedestrian walkways or parks by a solid sight-obscuring enclosure.

**115.47 Service Bay Locations.** All uses, except single family dwellings and multifamily structures, must locate service bays away from pedestrian areas. If not feasible must screen from view.

**115.75.2 Fill Material.** All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

**115.95 Noise Standards.** The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

**115.115 Required Setback Yards.** This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

**115.115.3.g Rockeries and Retaining Walls.** Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

**115.120 Rooftop Appurtenance Screening.** New or replacement appurtenances on existing

buildings shall be surrounded by a solid screening enclosure equal in height to the appurtenance. New construction shall screen rooftop appurtenances by incorporating them in to the roof form.

***Prior to issuance of a grading or building permit:***

**27.06.030 Park Impact Fees.** New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

***Prior to occupancy:***

**95.51.2.a Required Landscaping.** All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City

**110.60.5 Landscape Maintenance Agreement.** The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.

**Public Works, Building and Fire Department  
comments were not completed prior to  
drafting of the Staff Report.**

**Comments will be provided at the DRB  
Meeting.**

53.30 User Guide.

The charts in KZC [53.34](#) contain the basic zoning regulations that apply in the RH 3 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 53.32

Zone  
RH 3

Section 53.32 – 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. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure.
3. Individual retail uses in this zone are limited to a maximum gross floor area of 65,000 square feet.
4. At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway (see also Chapters [105](#) and [110](#) KZC, and Plate [34K](#)).
5. The ground floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:
  - a. The following uses: vehicle service stations, automotive service centers, private lodges or clubs, attached or stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community facilities.
  - b. Parking garages.
  - c. Additions to existing nonconforming development where the Planning Official determines it is not feasible.
6. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works Official may:
  - a. Require access from side streets; and/or
  - b. Encourage properties to share driveways, circulation and parking areas; and/or
  - c. Restrict access to right turn in and out; or
  - d. Prohibit access altogether along NE 85th Street.
7. Some development standards or design regulations may be modified as part of the design review process. See Chapters [92](#) and [142](#) KZC for requirements.
8. Access for drive-through facilities must be approved by the Public Works Official. See KZC [105.96](#) for requirements.
9. A through-block pedestrian pathway shall be installed pursuant to the through-block pathway standards in KZC [105.19](#); see Plate [34K](#):
  - a. Along the north portion of the zone to make an east-to-west pedestrian connection between 124th Avenue NE and 120th Avenue NE as designated in the Comprehensive Plan; and
  - b. Connecting the north end of the zone to NE 85th Street.
10. For lighting requirements associated with development, see KZC [115.85\(2\)](#).

[link to Section 53.34 table](#)

The Kirkland Zoning Code is current through Ordinance 4551, passed December 13, 2016.

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) 587-3190

Code Publishing Company (<http://www.codepublishing.com/>)

eLibrary (<http://www.codepublishing.com/elibrary.html>)



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 53.34	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	Development containing: retail establishments selling goods, or providing services including banking and other financial services, restaurants, taverns	D.R., Chapter 142 KZC. See Spec. Regs. 1 and 2.	More than 6 acres See Spec. Reg. 7	As established with design review process.			80%	45' – 67' above average building elevation along the north end of the zone with a maximum of 45' measured above NE 85th Street.  See Spec. Regs. 5 and 7.	See Spec. Reg. 2.	See Spec. Reg. 4.	As established in the CMP.	<ol style="list-style-type: none"> <li>1. May also include one or more of the other uses allowed in this zone. Development regulations of this section apply to all uses developed within a Conceptual Master Plan (CMP).</li> <li>2. Development must be part of a Conceptual Master Plan (CMP) for the entire subject property. The proposed CMP shall be reviewed using the Design Review process provisions of KZC 142.35. Subsequent development proposals shall follow DR or ADR as set forth in the Notice of Approval for the Conceptual Master Plan. The Conceptual Master Plan shall incorporate the design guidelines contained in the Design Guidelines for the Rose Hill Business District pertaining to the RH 3 zone.</li> <li>3. Location of drive-through facilities will not compromise the pedestrian orientation of the development. See KZC 105.96 for other requirements.</li> <li>4. Signs for a development approved under this provision must be proposed within a Master Sign Plan application pursuant to KZC 100.80 for all signs within the project.</li> <li>5. Building height shall be 45 feet measured above the midpoint of the frontage of the subject property along NE 85th Street, or if the subject property does not front on NE 85th Street, at the midpoint of the property frontage along any other public right-of-way. If the property abuts more than one public right-of-way, the applicant may select the right-of-way from which to measure.</li> <li>6. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</li> <li>7. Maximum building height for a development including residential use is 67 feet above average building elevation. However, the equivalent of the additional gross floor area constructed above 45 feet over ABE must be dedicated to residential use. Residential use may be located anywhere in the building above the ground floor.</li> <li>8. Parcels smaller than six acres may be added to a previously approved Conceptual Master Plan (CMP) if the applicable criteria set forth in the Notice of Approval from the approved CMP are met.</li> </ol>

Section 53.34



USE ZONE CHART

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

Section 53.34	USE ↓ REGULATIONS ↑	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)		
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure						
				Front	Side	Rear								
.020	Vehicle Service Station	D.R., Chapter 142 KZC.	Less than 6 acres.	20'	0'	0'	80%	35' above average building elevation.	A	E	See KZC 105.25.	<ol style="list-style-type: none"> <li>Gas pump islands must be set back at least 20 feet from all property lines. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line.</li> <li>See KZC 95.40 through 95.45, required landscaping, for further regulations.</li> </ol>		
.030	Automotive Service Center See Spec. Reg. 1.			10'									1 per each 250 sq. ft. of gross floor area. See Spec. Reg. 1.	<ol style="list-style-type: none"> <li>Ten percent of the required parking spaces on site must have a minimum dimension of 10 feet wide by 30 feet long for motor home/travel trailer use.</li> <li>Parts and tires must be stored entirely within an enclosed structure.</li> <li>Outdoor vehicle parking or storage must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations.</li> </ol>
.040	Restaurant or Tavern												1 per each 100 sq. ft. of gross floor area.	<ol style="list-style-type: none"> <li>For restaurants with drive-in or drive-through facilities:                             <ol style="list-style-type: none"> <li>One outdoor waste receptacle shall be provided for every eight parking stalls.</li> <li>Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.</li> </ol> </li> </ol>
.050	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services.												1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> <li>Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:                             <ol style="list-style-type: none"> <li>The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises.</li> <li>The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.</li> </ol> </li> <li>A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if:                             <ol style="list-style-type: none"> <li>The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and</li> <li>It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.</li> </ol> </li> </ol>

REGULATIONS CONTINUED ON NEXT PAGE

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 53.34	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						
.050	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services. (continued)										REGULATIONS CONTINUED FROM PREVIOUS PAGE  3. For a retail establishment involving the sale, lease, repair or service of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment, and similar vehicles, the following shall apply: a. For the number of required parking stalls see KZC 105.25. b. Parts must be stored entirely within an enclosed structure. c. See KZC 95.40 through 95.45, required landscaping, for further regulations.	
.060	Hotel or Motel	D.R., Chapter 142 KZC.	Less than 6 acres.	10'	0'	0'	80%	35' above average building elevation.	C	E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.
.070	Entertainment, Cultural and/or Recreational Facility										See KZC 105.25.	
.080	Office Use									D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

Section 53.34



USE ZONE CHART

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

Section 53.34	USE ↓ REGULATIONS ↓	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.090	Private Lodge or Club	D.R., Chapter 142 KZC.	Less than 6 acres.	10'	0'	0'	80%	35' above average building elevation.	C	B	1 per each 300 sq. ft. of gross floor area.	
.100	Church			1 per every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	<ol style="list-style-type: none"> <li>May include accessory living facilities for staff persons.</li> <li>No parking is required for day-care or school ancillary to the use.</li> </ol>							
.110	School, Day-Care Center, Mini-School or Mini-Day-Care Center			See KZC 105.25.	<ol style="list-style-type: none"> <li>A six-foot-high fence is required only along the property lines adjacent to the outside play areas.</li> <li>An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.</li> <li>May include accessory living facilities for staff persons.</li> <li>Hours of operation of the use may be limited and parking and passenger loading areas shall be located to reduce impacts on nearby residential uses.</li> </ol>							
.120	Stacked Dwelling Units, Assisted Living Facility			1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements. 1 per assisted living unit.	<ol style="list-style-type: none"> <li>Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> </ol>							

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 53.34	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							
.130	Convalescent Center or Nursing Home	D.R., Chapter 142 KZC.	Less than 6 acres.	10'	0'	0'	80%	35' above average building elevation.	C	B	1 per each bed.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.	
.140	Public Utility								A		See KZC 105.25.		
.150	Government Facility Community Facility								C See Spec. Reg. 1.				
.160	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.											