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## MEMORANDUM

To: Planning Commission

From: Dorian Collins, AICP, Senior Planner  
Adam Weinstein, AICP, Deputy Planning Director

Date: October 27, 2018

Subject: Amendments to the Kirkland Zoning Code and Comprehensive Plan for  
the Totem Lake Business District – Public Hearing  
File CAM18-00196

### Staff Recommendation

Following a staff presentation, conduct a public hearing to receive comments on the draft amendments to the Zoning Code and Comprehensive Plan. Following the public hearing, deliberate and discuss your recommendation to the City Council. The City Council is scheduled to consider and take action on the recommendation from the Planning Commission on December 11, 2018.

### Background

The City is considering a number of amendments related to the Totem Lake Business District. The amendments include several changes to Zoning Code regulations and one change to the text and two changes to figures in the Comprehensive Plan. Attachment 1 contains a summary of the proposed amendments.

As discussed in the [materials for the April Planning Commission study session](#), the proposed amendments are intended to:

- Correct minor errors/provide minor updates to zoning regulations and Comprehensive Plan text.
- Provide more flexible regulations in response to requests from property owners and developers, consistent with [Resolution R-5254](#)
- Revise zoning regulations and design guidelines to implement the recommendations of the [Totem Lake Enhancement and Multimodal Transportation Network Plan](#)

The Planning Commission held two study sessions on the proposed amendments. The materials prepared for the meeting on April 26 are available [here](#). Materials prepared for the study session on September 27 can be reviewed at the following three links: [Part 1](#), [Part 2](#) and [Part 3](#). At the meeting on September 27, the Planning Commission provided direction to staff regarding revisions to the draft amendments. The

Commission also determined which amendments would be forwarded to the public hearing for consideration. The proposed amendments incorporate the direction from the Planning Commission.

At its meeting on October 8, the City Council Planning and Economic Development (PED) Committee received a briefing from staff on the proposed amendments. The PED Committee directed staff to forward one additional topic, Residential Suites in the TL 10C and TL 10D zones, to the public hearing for consideration. (The Planning Commission had elected not to move that topic forward for public input and consideration.) The PED Committee also asked staff to provide information regarding a **building height "break even" point**, when the benefits of increased height beyond 75 feet would outweigh the additional costs of steel construction necessary for buildings above this height. These topics are addressed in this memorandum.

Updates and revisions to the design guidelines for the Totem Lake Business District will be presented to the Planning Commission in January 2019. The design guidelines are contained in the Kirkland Municipal Code, which does not require that they be considered at a public hearing before the Planning Commission. The recommendation of the Planning Commission on the guidelines will be forwarded to the City Council for action in January or February of 2019.

#### Recommended Proposed Amendments to the Zoning Code

A map of the boundaries of the Totem Lake Business District and Totem Lake Urban Center is provided in Attachment 2. Attachment 3 includes the Zoning Map for the district which shows the locations of all of the subareas referenced below. The amendments, including aspects of the amendments designed to respond to Planning Commission direction from the study session in September are discussed below. Additional background information can be found in the [April PC meeting packet](#) and September meeting packet ([Part 1](#), [Part 2](#) and [Part 3](#)) provided for the study session.

#### 1) Corrections and Updates

##### a. Eliminate obsolete regulation (TL 10B)

Objective: General Regulation 3 requires the dedication and improvement of right of way as a condition of development to enable the construction of 118<sup>th</sup> Avenue NE through the TL 10B zone. The road is currently under construction and expected to open toward the end of 2019, or when the first building of the Lifebridge residential project is complete.

Planning Commission Direction: The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing.

Staff Recommendation: Eliminate General Regulation 3, as it is no longer necessary (see Attachment 4).

b. Eliminate obsolete Plate (Chapter 180, Plate 34C)

Objective: Plate 34C indicates the general location and requirement for the installation of 118<sup>th</sup> Avenue NE. As noted in paragraph 1.a above, 118<sup>th</sup> Avenue NE is now under construction.

Planning Commission Direction: The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing.

Staff Recommendation: Eliminate Plate 34C as it is no longer necessary (see Attachment 5 for a summary of revisions to Plates in Chapter 180).

c. Eliminate vague language, provide clarity (TL 4A/B/C, TL 5, TL 6A/B)

Objective: Several of the general regulations contain requirements that use terms that are vague, not defined, or already addressed in Chapter 92 (Design Regulations) or the design guidelines. Amendments are needed to clarify language and reference plates in Chapter 180 which identify clarify the locations of required pedestrian and vehicular connections and through block pathways.

Planning Commission Direction: The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing.

Staff Recommendation: Revise General Regulations to refer to revised **Plates 34A and 34C. Add term "paved" to General Regulations.** Eliminate General Regulation regarding ground floor space, already addressed in Chapter 92 (Design Regulations) and design guidelines (see Attachment 6).

d. Reference design regulations for blank walls along Cross Kirkland Corridor (CKC) and Eastside Rail Corridor (ERC) (Multiple zones)

Objective: The CKC and ERC run through much of the Totem Lake Business District and Urban Center. The proposed change would apply the regulations for the treatment of blank walls to structures adjacent to the CKC and ERC throughout Totem Lake.

Planning Commission Direction: At its meeting in April, the Planning Commission directed staff to ensure that the design of walls adjacent to the CKC and ERC is addressed in design regulations and guidelines. The Commission directed that the proposed amendment be brought forward to the public hearing.

Staff Recommendation: Add reference to the Cross Kirkland Corridor

(CKC) and Eastside Rail Corridor (ERC) to design regulations in Chapter 92 requiring screening or treatment for blank walls (see Attachment 7).

- e. Update to remove obsolete text (Totem Lake Business District Chapter of Comprehensive Plan, page XV.1-42)

Objective: As discussed in Section 1.a above, the road connection was a requirement of the Lifebridge development which is under construction. The text supporting the construction of this road is no longer necessary.

Planning Commission Direction: The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing.

Staff Recommendation: Eliminate text that calls for a new road connection linking NE 116<sup>th</sup> Street and NE 118<sup>th</sup> Street (see Attachment 8).

## 2) Flexibility in Regulations

- a. Building height increase to 65 feet for Office use (TL6A/B, TL 10B) and to 75 feet for Attached or Stacked Dwelling Units and Residential Suites (both are "mixed use", as some amount of ground floor commercial use is required) (TL 4A/B/C, TL 6A/B)

Objective: Pages 5-8 of the [materials provided for the September 27 study session](#) provide additional background information on this topic. The proposed amendments were originally organized into two different topics. The first, the increase in height for non-residential uses to match the height limit set for residential uses, is in response to a request from Doug Waddell of Waddell Properties, who owns property in the TL 6A zone. The second, the request to increase the height for mixed use to 75 feet, is in response to requests from several developers to provide greater flexibility in design, and increased options in satisfying requirements for parking and ground floor commercial space.

Planning Commission Direction: The Planning Commission directed staff to combine the two sets of amendments related to increases in building height into one proposal. Specific direction by use is discussed below:

- Increase to 65 feet for Office use: The Planning Commission indicated initial support for the amendments, particularly for office uses in the TL 6A/6B zones. For the TL 10B zone, the Commission noted concerns regarding possible impacts to sunlight on the CKC as a result of increased building height. The Commission requested that this issue be addressed in draft regulations to be considered at the public hearing.
- Increase to 75 feet for Attached or Stacked Dwelling Units and Residential Suites (both are "mixed use", as some amount of

ground floor commercial use is required): The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing.

Staff Recommendation:

- Increase the maximum building height for Office use from 45 feet to 65 feet in the TL 6A/6B zone, and from 55 feet to 65 feet in the TL 10B zone. The revised height limits would match the existing **building height maximums for the "Attached or Stacked Dwelling Units" use listing in these zones** (see Attachment 9).
- In the TL 10B zone, add a new special regulation that would require an evaluation of the impact to sunlight on the CKC, and measures to minimize any impacts (see Attachment 9).
- Increase the maximum building height for the Attached or Stacked Dwelling Units and Residential Suites uses (**both are "mixed use"**, as some amount of ground floor commercial use is required) from 65 feet to 75 feet in the TL 4/B/C and TL 6A/B zones. (Attachment 10).

Discussion: Attachment 11 provides an aerial view of the portion of the TL 10B zone that abuts the CKC. The additional ten feet of building height of structures in TL 10B to the west is anticipated to have minimal effect on sun exposure along the corridor in this location. Nevertheless, the proposed new special regulation will provide an opportunity for a shade analysis of proposed new development.

Staff hopes to provide additional information on this topic from a GIS shade analysis of hypothetical new development in the zone for the public hearing.

- b. Revise requirements for ground floor commercial use in mixed use development (TL 4A/B/C, TL 5, TL 6A/B, TL 7A)

Objective: Pages 8-13 of the [materials provided for the September 27 study session](#) provide extensive background information on this topic. To summarize, Mr. Waddell submitted a letter requesting that the requirement for ground floor commercial use in the TL 6A zone be reduced or eliminated. Mr. Waddell and other developers have reported to the City that the requirement that Attached or Stacked Dwelling Units (and Residential Suites) provide ground floor commercial use is challenging for developers to meet, and in some cases has proven an impediment to development.

Consistent with Council support for periodic review and revision to regulations to provide flexibility for development to achieve the vision for the urban center (see [Resolution R-5254](#)), the study area for this topic was expanded to include similar commercial zones in the Totem Lake

Business District. The requirement for ground floor commercial use varies by zone, with some zones requiring a greater percentage than others. The study evaluated the objective for the commercial **requirement in the district's** zones, concluding with staff recommendations for changes to ensure that the regulatory approach used in each zone was suited to meet the policy objectives for the area:

Policy Objective	Regulatory Approach
Retention of commercial use in the area/tax base	Existing approach: commercial use to occupy percentage of the parcel or ground floor of the building.
Contribution to an active pedestrian environment	Commercial uses to be restricted to retail, restaurant, entertainment, etc. Minimum depth of commercial uses also required.
Creation of a lively streetscape	<b>"Liner commercial"</b> : commercial use to be oriented toward the street and occupy a minimum depth.

Planning Commission Direction: The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing.

Staff Recommendation:

- TL 5 and TL 6A/B zones: Support the creation of a lively streetscape in these areas through amendments to require that commercial use occupy a minimum depth in developments including Attached or Stacked Dwelling Units and Residential Suites (Attachment 12).
- TL 4 and TL 7A: Retain the potential for a larger commercial presence in these areas through retaining the existing approach for Attached or Stacked Dwelling Units, Residential Suites and Mixed Use Development (TL 7A). However the measurement should be revised to be based on the gross floor area of the ground floor of the building, rather than the area of the subject property (Attachment 13).
- TL 4A: Provide an exemption for one parcel (former Office Max site) from including commercial use in Attached or Stacked Dwelling Units and Residential Suites, due to the limited visibility and access to this parcel (Attachment 13).

3) Addition of Residential Suites use to several zones (TL 4B, TL 10C/D)

Objective: Pages 14-17 of the [materials provided for the September 27 study session](#) provide extensive background information on this topic. To summarize, the Residential Suites use is allowed in nine zones in Totem Lake (see Attachment 14). The City received a request (Attachment 15) to consider expanding the use to the TL 10C and TL 10D zones. The TL

10C/D zones allow Attached or Stacked Dwelling units within the western **perimeter of these office/light industrial zones, defined as “Housing Incentive Areas” (Attachment 16)**, where the zone boundaries abut low density residential areas. The Planning Commission added the TL 4B zone to the study scope since the Residential Suites use is also not included as a permitted use in the zone, and it is similarly located west of I-405.

One difference between the Residential Suites use and the Attached or Stacked Dwelling Units use is the difference in parking requirements. In other zones which allow residential suites, the parking requirement is 0.5 stall per unit, when parking is managed. No parking stalls for guests are required. Standards for parking management require that the property owner develop a Transportation Management Plan (TMP) for the property, to include charging for on-site parking, the distribution of bus passes (or equivalent) for tenants without cars, designation of a Transportation Coordinator to manage the TMP, monitoring of parking performance and a variety of other standards. Other measures such as the provision of on-site car share and electric bike share facilities in a TMP may also be included to offset parking requirements.

The parking requirement for typical multifamily development (Attached or Stacked Dwelling Units) is as follows: 1.2 stalls/studio unit, 1.3 stalls/1 bedroom unit, 1.6 stalls/2 bedroom unit, and 1.8 stalls/3 bedroom unit. Additional parking stalls are required to be provided for guests, at a rate of 10 percent above the total number of stalls required for the development.

Since the Residential Suite use has been found to be appropriate in the downtown and in Totem Lake, the analysis of the addition of the Residential Suites use in all three zones (TL 4B, TL 10C and TL 10D) focused on the suitability of the zones for a use that would provide limited parking for its residents (and where residents would primarily access goods, services, and employment without a single-occupancy vehicle). **The study considered standard “walk score” and “transit score” measures, as well as the [10 Minute Neighborhood Analysis](#).**

Planning Commission Direction: The Planning Commission indicated initial support for the amendment proposed for the TL 4B zone, and directed that it be brought forward to the public hearing. Based on the low walk and transit scores from the walk score analysis and the low walkability scores determined through the 10 Minute Neighborhood Analysis, the Commission did not support expanding the use to the TL 10C and TL 10D zones, and did not direct staff to bring those amendments forward to the public hearing.

City Council Planning and Economic Development (PED) Committee Direction: As noted earlier, at its meeting on October 8, the PED

Committee directed staff to forward the topic of adding the Residential Suites use to the TL 10C and TL 10D zones to the public hearing for consideration. Committee members suggested that additional measures, such as car and bike share services, could be used to support a request for a parking modification.

Staff Recommendation:

- TL 4B, TL 10C and TL 10D: Support the addition of the Residential Suites use in these zones, but establish parking requirements at the standard rates required for the Attached or Stacked Dwelling Units use. Provide a new special regulation that refers to the parking modification provisions of the Zoning Code (Attachment 17).

Discussion: The Residential Suites use has been successful in **Kirkland's downtown and in other eastside cities where it has been** located in close proximity to transit and goods and services. Residential suites provide housing with rents generally affordable to households making less than 80% of median income and typically around 60% of median income.

The reduced parking facilities typically associated with residential suites contribute to the affordability of these units. Many cities are updating parking requirements, occasionally eliminating them entirely, to promote affordability and acknowledge changes in urban lifestyles and preferences for transportation. In dense urban areas, many residents choose to forgo car ownership, preferring to walk or bike, and use transit, ride-hailing (Uber, Lyft) and car sharing (Zipcar, ReachNow, car2go) services. **Planning magazine's October issue features an article on this topic, "People over Parking" (Attachment 18).**

Section 105.103.c. of the Zoning Code provides an opportunity to request a modification to the number of parking spaces required for a development (Attachment 19). An applicant may provide a parking demand and utilization study to document that the number of spaces proposed will be sufficient to fully serve the use. After review by staff, this study can then be used to support a parking supply that is lower than that normally required.

Two multifamily projects in Totem Lake that provide 100% affordability were developed recently. The Athene development, at 12610 NE 124<sup>th</sup> Street, provides 91 low-income senior housing units. Francis Village, at 12405 Slater Avenue NE, provides 61 affordable apartment units. The City uses the same parking requirements for affordable housing that it uses for market rate residential development, so both developments were initially required to provide the standard number of parking stalls for the

Attached or Stacked Dwelling Units use. Athene and Francis Village both provided parking studies to support the development of fewer parking spaces for their projects. Attachment 20 provides **the staff's findings and recommendations for each** project based on the parking studies provided. The parking requirement for Athene was reduced to 0.37 space per unit, with 4 additional spaces for guests. The parking requirement for the Francis Village project was reduced to 0.79 space per unit, with 5 additional spaces for guests.

While no car-sharing services, such as Zipcar, have pods in Kirkland at this time, these services may operate in the future when demand for them increases. This option could be helpful to residents of Residential Suites that are located in areas such as the TL 10C and TL 10D zones that are not well-served by transit. Kirkland has not adopted a bike-share service program yet, but is considering this for the near future. Until companies operate these services within the city, private developers could opt to provide them on their own. In addition, all three sites are located in close proximity to the CKC, which provides fast and convenient **bike access between Bellevue and Totem Lake. In staff's research,** the City of Bellevue reported a new provision in its Transportation Management Plan options to allow an applicant to propose providing Zipcars on site for residents. The City of Everett also considers reductions to off-street parking requirements for projects that include car share stalls, when cars are provided on site for residents. With these factors in mind, staff believes that Residential Suites are appropriate uses in the TL 4B, TL 10C and TL 10D zones, with standard multifamily parking requirements and the potential for reduced parking requirements with carefully-designed TMPs.

Please see Attachment 29 for additional information submitted by Robert Pantley of Natural and Built Environments.

4) Implementation of Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan

a. Clarification of standards for pedestrian-oriented space (TL 1A/B)

Objective: The goal for these spaces is to enable development to build upon the pedestrian, bike and vehicular networks to create public spaces and amenities along existing and new streets. The current regulations do not specify dimensions or size expectations for these spaces. The proposed amendments are intended to remove the ambiguity in the existing regulations to help the City and the developers understand what is desired for publicly accessible space in these areas, and to ultimately provide for higher-quality public spaces.

Planning Commission Direction: The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing.

Staff Recommendation: Revise the approach to the requirement for public space within new developments in the TL 1A and TL 1B zones as recommended in the [Totem Lake Enhancement and Multimodal Transportation Network Plan](#). The new approach will remove the ambiguity in the existing regulations, and help the City and developers understand what is desired. The proposed regulation establishes standards for publicly accessible space for both smaller and larger developments. The specific location, size, dimensions and improvements to be included in the space will be determined through the design review process (Attachment 21).

b. New provisions for pedestrian-oriented space (TL 4B, TL 6A/B, TL 10B)

Objective: Additional public space is desired in developments along streets and in gathering spaces within the TL 4B, TL 6A, TL 6B and TL 10B zones. These zones do not have an existing requirement for public space. Adding a similar regulation to these zones will enable development in these areas to build upon the multimodal network to create public spaces and amenities along the existing and new streets.

Planning Commission Direction: The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing. For the TL 10B zone, the Planning Commission directed staff to require that the publicly accessible space be located along the CKC, where properties abut the corridor.

Staff Recommendation: Provide a new general regulation for pedestrian-oriented space to be provided with new development in these zones, using the same approach discussed in 4.a above (Attachment 22).

*Discussion:* In order to avoid adding a regulation for public space where no new development capacity is provided, this regulation should only be added to zones where additional height is supported, as discussed in Section 2.a of this memorandum.

c. New standards for streets in Totem Lake Business District (TL 5, Chapter 110, Chapter 180)

Objective: To create walking and bicycling friendly environments and improve the overall identity of Totem Lake, the Enhancement Plan recommends improvements to each of the modal networks. The recommendations include specific dimensions and amenities for select street concepts. Proposed amendments will implement these

recommendations through changes to the Zoning Code, while other **changes will be made to the City's Pre-Approved Plans.**

Planning Commission Direction: The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing.

Staff Recommendation:

- **Add a new type of collector street, to be called a "Totem Lake Access Street," to Chapter 110.** The proposed amendments include specific standards to implement the recommendations of the Enhancement Plan (Attachment 23).
- Eliminate text describing standards for new streets in the TL 5 zone that are not consistent with the standards for Totem Lake Access Streets, and refer to Chapter 110 for required improvements (Attachment 24).
- Update and revise plates in Chapter 180 (see summary of changes to the plates in Attachment 5) to include the new name for the collector streets (Totem Lake Access) and to update the pedestrian circulation map (34C). Other changes to plates include revisions to consolidate information from multiple plates onto a single plate (34A) (Attachment 25).

- d. Requirement for easement to enable future pedestrian access/public park between Evergreen Health campus and downhill zones (TL 3)

Objective: A key recommendation for placemaking in Totem Lake from the Enhancement Plan is the development of a linear park along 120<sup>th</sup> **Avenue NE. The "hill climb" would encourage movement between the** Village at Totem Lake, the Totem Lake Transit Center and the Evergreen Health campus. The hill climb would also provide a more comfortable and interesting connection for pedestrians to points farther away, including the Kingsgate neighborhood to the north, the flyer stop and future Bus Rapid Transit stop to the east, the Kingsgate Park and Ride to the northeast, and the park at Totem Lake to the south.

Planning Commission Direction: The Planning Commission indicated initial support for the amendment, and directed that it be brought forward to the public hearing.

Staff Recommendation: Provide a new special regulation for the TL 3B zone requiring that a Public Access Easement be granted across the eastern portion of the hospital campus along 120<sup>th</sup> Avenue NE, prior to the issuance of a building permit for the office building proposed for this area within the Evergreen Health Master Plan (Attachment 26)

Discussion: Staff has discussed this new requirement with representatives of Evergreen Health. The representatives

indicated general support for the concept of a public park space along the eastern perimeter of the campus. They cited several concerns related to safety and maintenance, but agreed that these issues may be resolved during future discussions at the time of development.

e. Revisions to figures (Totem Lake Business District Chapter of Comprehensive Plan, Figures TL 6 and TL 10)

Objective: The Enhancement Plan identifies an additional gateway for the Totem Lake Business District that is not shown on Figure TL 10, the Urban Design map in the Comprehensive Plan. The existing map also contains an error in the alignment of the Circulator through the district. Figure TL 6 must also be corrected to reflect the completion of 118<sup>th</sup> Avenue NE, discussed in Section 1.a above. The figure must also be revised to acknowledge the new Totem Lake Access streets.

Planning Commission Direction: The Planning Commission indicated initial support for these amendments, and directed that they be brought forward to the public hearing.

Staff Recommendation:

- Revise Figure TL-10, “Totem Lake Urban Design” to correct the alignment of the Circulator and to ensure that the gateways identified match those in the Enhancement Plan (Attachment 27).
- Revise Figure TL 6 to reflect the completion of 118<sup>th</sup> Avenue NE and the new Totem Lake Access streets (Attachment 28).

Building Height and Construction Types – City Council Planning and Economic Development (PED) Committee Request

At the PED meeting on October 8, the committee discussed the proposed amendment to increase building heights for Attached or Stacked Dwelling Units and Residential Suites to 75 feet. Members of the committee asked whether or not the maximum height could **be increased beyond 75 feet. The committee also asked what the “break even” point** might be, when the benefits of increased height beyond 75 feet would outweigh the additional costs of steel construction necessary for buildings above this height.

**Under Kirkland’s building code, wood framed structures are limited to 70 feet in height but buildings made of noncombustible materials may go higher. According to the City’s** Building division, the 2021 State building code will likely have provisions that allow taller wood buildings, possibly up to 18 stories to match the International Building Code. Kirkland will then have the same provisions, unless the City Council chooses to adopt more restrictive limits. The taller wood buildings are now an option for construction, **due to the use of “mass timber,” such as glue-laminated timber** for beams and columns, and Cross Laminated Timber (CLT) panels for walls and floors. Some of most popular aspects of the mass timber materials are environmental – the manufacture of concrete

and steel accounts for an estimated 10 percent of greenhouse gas emissions, according to an [article](#) on the topic in The Atlantic magazine. The article states that since trees **absorb and hold carbon until they decompose or are burned**, “**substituting wood for other materials used in buildings and bridges could prevent 14 to 31 percent of global carbon emissions.**”

Since building codes and construction types are likely to change and evolve in the near **future, changes to building height maximums based on today’s technology may not be prudent.** Moreover, in speaking with developers about this issue for Totem Lake, the rents and sales prices currently attainable for multifamily units were cited as more important than **construction costs.** **For example, one developer mentioned that “no height limit would make concrete and steel make sense in Totem Lake right now” due to economics.** In five or ten years, he noted, conditions may have changed and it may make sense to revisit the issue.

### Criteria for Amending the Zoning Code and Comprehensive Plan

The proposed amendments to the text of the Zoning Code must satisfy the criteria contained in Chapter 135 of the Zoning Code. Proposed changes to the Comprehensive Plan must meet the criteria set forth in Chapter 140. The criteria and a brief analysis of how the proposed changes meet them are discussed below.

Chapter 135 of the Zoning Code contains four criteria for amending the text of the Zoning Code:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan;
2. The proposed amendment bears a substantial relation to public health, safety, or welfare;
3. The proposed amendment is in the best interests of the residents of Kirkland; and
4. When applicable, the proposed amendment is consistent with the **Shoreline Management Act and the City’s adopted shoreline master** program.

Chapter 140 of the Zoning Code contains five criteria for amending the Comprehensive Plan:

1. The amendment must be consistent with the Growth Management Act;
2. The amendment must be consistent with the countywide planning policies;
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan;
4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community; and
5. When applicable, the proposed amendment must be consistent with the Shoreline Management Act **and the City’s adopted** shoreline master program.

### Staff conclusions

The proposed amendments to the Zoning Code are consistent with the criteria listed above. Amendments to provide flexibility in building height, requirements for commercial use on the ground floor, expansion of the Residential Suites use and measures to implement the recommendations of the Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan implement the following goals and policies:

*Policy TL-1.2: Support the Urban Center as a primary location for added growth to foster a vibrant mixed use environment in the day and evening.*

*Policy TL-3.3: Incorporate flexibility in regulations to encourage creative proposals consistent with Urban Center policies.*

*Policy TL-4.1: Provide flexibility in development standards while maintaining an inviting visual environment.*

*Goal TL-20: Encourage housing that is affordable to the local workforce and meets diverse housing needs.*

*Goal TL-21: Ensure that public and private development contributes to a coherent and attractive identity for the business district.*

*Policy TL-21.2: Encourage private development to help build the overall character of the Totem Lake Business District.*

The proposed amendments to the text of the Zoning Code support the public health, safety and welfare of the community, and are in the best interests of the residents of Kirkland in that they implement the Comprehensive Plan policies for the Totem Lake Business District and Urban Center, and ensure that development continues to occur in areas where there has been and will continue to be a significant investment in regional transit infrastructure.

The proposed amendments to the text and maps of the Comprehensive Plan meet the criteria established in Chapter 140 of the Zoning Code. The changes are consistent with the Growth Management Act and Countywide Planning Policies, and do not conflict with other provisions of the Comprehensive Plan. The changes will result in long-term benefits to the community to the whole and are in the best interest of the community.

### Public Comments and Outreach Efforts

Public comments on the Totem Lake code amendments project are included in Attachment 15.

The [Totem Lake Code Amendments](#) webpage has been continually updated with meeting dates and links to materials prepared for study sessions of the Planning Commission. Notices to the list serve have been sent periodically when changes have been made to the webpage and to provide current information about meeting dates.

Staff presented the objectives for the project to the Totem Lake Conversations business group at its meeting in July. The recommendation of the Planning Commission on the amendments will be presented to the group on November 13, 2018.

Staff has also provided notice of the project and copies of materials prepared for the study sessions to the chair of the Kirkland Alliance of Neighborhood and chairs of the neighborhood associations that surround the Totem Lake Business District.

Notices of the public hearing were published prior to the public hearing pursuant to the requirements of Chapter 160 of the Zoning Code.

### Next Steps

Following the public hearing, the Planning Commission will deliberate and forward a recommendation to the City Council. The Planning Commission recommendation for amendments to the Zoning Code and Comprehensive Plan are scheduled to be considered by the City Council on December 11, 2018.

Updates and revisions to the design guidelines for Totem Lake will be presented to the Planning Commission in January, with action on the amendments to the Municipal Code likely to follow in late January or February.

### Attachments

1. Study Scope – Proposed amendments
2. Totem Lake Business District and Urban Center Boundaries
3. Zoning Map – Totem Lake
4. Proposed amendments - TL 10B –General Regulation 3
5. Summary of revisions to Plates – Chapter 180
6. Proposed amendments – TL 4,5,6
7. Proposed amendments – Chapter 92
8. Proposed amendments – Comp Plan text
9. Proposed amendments – TL 6, TL 10B – Office Height
10. Proposed amendments – TL 4, TL 6 – Residential Height
11. TL 10B – Aerial view
12. Proposed amendments – TL 5, TL 6 – Commercial ground floor use
13. Proposed amendments – TL 4, TL 7A – Commercial ground floor use
14. Map – Zones allowing residential suites
15. Comment Letters
16. Map – Housing Incentive Areas
17. Proposed amendments – TL 4B, TL 10C, TL 10D – Residential Suites
18. Planning Magazine Article
19. Zoning Code Section 105.103 – Parking Modifications
20. Parking Modification Memos – Affordable Housing
21. Proposed amendments – TL 1A, TL 1B – Public space
22. Proposed amendments – TL 4B, TL 6, TL 10B – Public space

23. Proposed amendments – Chapter 110
24. Proposed amendments – TL 5 – General Regulation – Street standards
25. Proposed amendments – Chapter 180 – Plates 34A, 34C
26. Proposed amendments – TL 3 – Special regulation for public park/easement
27. Proposed amendments - - Comp Plan Figure TL 10
28. Proposed amendments - - Comp Plan Figure TL 6
29. Additional information submitted by Robert Pantley of Natural and Built Environments

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# 2018 PROPOSED TOTEM LAKE AMENDMENTS

## A. DESIGN GUIDELINES

DESCRIPTION	PC DIRECTION	STAFF RECOMMENDATION	PC DIRECTION 9/27/18
<ul style="list-style-type: none"> <li>• Update graphics and outdated text references</li> <li>• Incorporate recommendations from Totem Lake Enhancement and Multimodal Transportation Network Plan.                             <ul style="list-style-type: none"> <li>○ Add new section on “Private commercial developments and public spaces” from TL Enhancement Plan (p. 56) – text and graphic</li> </ul> </li> <li>• Add graphics from Enhancement and Multimodal Transportation Plan</li> <li>• Add general guidelines for transit-oriented development (TOD) at Kingsgate P&amp;R</li> </ul>	<ul style="list-style-type: none"> <li>• Consider presenting to DRB</li> <li>• Consider design along CKC</li> </ul>	<ul style="list-style-type: none"> <li>• Draft revisions will be presented to PC after 9/27 study session.</li> <li>• Staff may present draft revisions to DRB for comment.</li> <li>• Proposed revised text will address CKC in guidelines, and proposed change to Chap 92 will address in regulations</li> <li>• Proposed revisions include conceptual plans for TL 5 and TL 6B. Elsewhere, will refer to TL Enhancement Plan</li> <li>• Kingsgate changes will occur later in 2018/2019</li> </ul>	<p>N/A</p> <p><i><b>PC to review in January, 2019</b></i></p>

## B. CORRECTIONS AND UPDATES

### 1. ZONING CODE

ZONE	SECTION(S)	DESCRIPTION	PROPOSED CHANGES/OPTIONS	SOURCE OF AMENDMENT	PC DIRECTION 4/26/18	STAFF RECOMMENDATION	PC DIRECTION
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							9/27/18
<b>TL 10B</b>	55.73.3	<b>Correction:</b> General Regulation 3 requires r-o-w dedication and improvement of 118 <sup>th</sup> Ave NE, as a condition of development. 118 <sup>th</sup> Ave NE is now under construction, so this requirement is no longer necessary.	<b>Recommended:</b> Eliminate General Regulation 3.	Staff	Yes, eliminate regulation.	<ul style="list-style-type: none"> <li>Eliminate regulation 3</li> <li>Correct references throughout use zone chart affected by change in numbering.</li> </ul>	Forward to public hearing for consideration.
<b>TL 10B</b>	Chapter 180, Plate 34C	<b>Correction:</b> Plate 34C provides requirements for the installation of 118 <sup>th</sup> Ave. NE.	<b>Recommended:</b> Eliminate Plate 34C since the road construction is now underway.	Staff	Need for correction noted by staff following 4/26 PC meeting.	<ul style="list-style-type: none"> <li>Eliminate Plate 34C since the plate is now obsolete.</li> </ul>	Forward to public hearing for consideration.
<b>TL 4A/B/C, TL 5 and 6A 6B</b>	55.31, 55.37 and 55.43.	<b>Correction:</b> General Regulations refer to undefined and vague terms (“pedestrian or vehicular	<b>Recommended:</b> Add references to revise Plate (Chapter 180). Add term “paved” to clarify that the regulations apply only to paved circulation routes.	Staff	Yes, clarify references.	<ul style="list-style-type: none"> <li>Clarify reference in General Regulations to refer to Plates (Chapter 180 - to be revised with these amendments).</li> <li>Add “paved” to precede “pedestrian or vehicular circulation route”.</li> </ul>	Forward to public hearing for consideration.

		circulation route” and do not refer to Plate 34A - street alignments).	Eliminate vague General Regulation that is already addressed through design regulations (Chapter 92) and design guidelines.			<ul style="list-style-type: none"> <li>Eliminate vague General Regulation that calls for design to “encourage pedestrian activity and visual interest”. (Standards to address this exist in Chapter 92).</li> <li>Correct all references in chart affected by change in numbering.</li> </ul>	
<b>Multiple Zones</b>	92.15.3.b	<b>Clarification:</b> Section in Design Regulations that requires screening or treatment for blank walls is lacking a reference to the CKC and ERC	<b>Recommended:</b> Add reference to “along the CKC and ERC” to ensure that structures along these corridors provide appropriate design treatments for blank walls.	Staff in response to PC direction.	PC directed staff to ensure that design along the CKC is addressed.	<ul style="list-style-type: none"> <li>Add reference. The proposed amendment to Section 92.15.3.b would ensure that requirements for blank wall treatments are applied to property along the CKC and ERC throughout the Totem Lake Business District.</li> </ul>	Forward to public hearing for consideration.
<b>2. COMPREHENSIVE PLAN</b>							
<b>PLAN</b>	<b>SECTION/PAGE</b>	<b>PROPOSED CHANGE</b>		<b>SOURCE OF AMENDMENT</b>	<b>PC DIRECTION</b>	<b>STAFF RECOMMENDATION</b>	<b>PC DIRECTION 9/27/18</b>
<b>TOTEM LAKE BUSINESS</b>	Western Mixed Use Subarea Discussion	Update: Revisions to text to acknowledge development of parcel at southern end of subarea and completion of new road connection (118 <sup>th</sup> Ave. NE)		Revised text is necessary to eliminate outdated	Revise text.	Revise text to eliminate reference to 118 <sup>th</sup> Ave NE.	Forward to public hearing for consideration.

<b>DISTRICT PLAN</b>				reference to conditions that no longer exist.			
<b>FLEXIBILITY IN REGULATIONS AND EXPANSION OF RESIDENTIAL SUITES USE IN RESPONSE TO REQUESTS</b>							
<b>ZONE</b>	<b>SECTION(S)</b>	<b>DESCRIPTION</b>	<b>PROPOSED CHANGES/OPTIONS</b>	<b>SOURCE OF AMENDMENT</b>	<b>PC DIRECTION</b>	<b>STAFF RECOMMENDATION</b>	<b>PC DIRECTION 9/27/18</b>
<b>TL 6A</b> <i>May include additional zones (see Options)</i>	55.45	<ul style="list-style-type: none"> <li>• Increase in building height for several uses other than residential from 45' to 65'</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Requested amendment:</b> <ul style="list-style-type: none"> <li>○ Increase building height for office, hotel and assisted living/nursing home uses.</li> </ul> </li> <li>• <b>Options:</b> <ul style="list-style-type: none"> <li>○ Include additional TL zones with similar conditions in study: TL 6B and TL 10B</li> <li>○ Limit building height increase to specific uses as an incentive.</li> <li>○ Expand height increase to all suggested uses.</li> <li>○ No change.</li> </ul> </li> </ul>	<p><b>Citizen Request:</b> <i>Doug Waddell</i></p> <p>– No applications or development are associated with this request.</p>	<ul style="list-style-type: none"> <li>• Include similar zones and all suggested uses in study.</li> </ul>	<ul style="list-style-type: none"> <li>○ Limit increase in height to office use, to encourage jobs as well as housing.</li> <li>○ TL 6A/6B: Increase height limit from 45' to 65' for Office use.</li> <li>○ TL 10B: increase height limit from 55' to 65' for Office use.</li> </ul>	<p>Need to consider impacts of building height (shadowing) on CKC in TL 10B zone. Possibly address in special regulations for TL 10B. Forward to public hearing for consideration. <i>Combine with following amendment.</i></p>
<b>Multiple</b>		<ul style="list-style-type: none"> <li>• Increase in maximum</li> </ul>	<ul style="list-style-type: none"> <li>• Increase maximum building height for</li> </ul>	Staff, based on citizen	<ul style="list-style-type: none"> <li>• (New item added to</li> </ul>	<ul style="list-style-type: none"> <li>○ TL 4A/B/C and TL 6A/B: Increase height limit from</li> </ul>	Forward to public hearing

		building height to 75'	<p>mixed use multiple zones to 75'.</p> <ul style="list-style-type: none"> <li>• Options: <ul style="list-style-type: none"> <li>○ Limit increase to certain zones</li> </ul> </li> </ul>	<p>requests for areas near NE 85<sup>th</sup> Street BRT station, and comments submitted by Doug Waddell.</p>	<p>scope since 4/26 PC meeting)</p>	<p>65' to 75' for Attached or Stacked Dwelling Units (mixed use).</p>	<p>for consideration. <i>Combine with preceding amendment.</i></p>
<p><b>TL 6A</b> <b>May include additional zones (see Options)</b></p>	55.45.100	<p>Attached or Stacked Dwelling Units are required to provide ground floor commercial use equal to or greater than 20% of the area of the subject property. Minor reductions are allowed.</p>	<ul style="list-style-type: none"> <li>• <b>Requested amendment:</b> <ul style="list-style-type: none"> <li>○ Revise the requirement for ground floor commercial use to be optional or reduced.</li> </ul> </li> <li>• <b>Options:</b> <ul style="list-style-type: none"> <li>○ Include additional TL zones with similar conditions in study: TL 4A, 4B, 4C, and TL 5.</li> <li>○ Revise the requirement to be: <ul style="list-style-type: none"> <li>▪ Consistent with approaches used in other commercial zones in the City</li> <li>▪ Optional, or</li> </ul> </li> </ul> </li> </ul>	<p><b>Citizen Request:</b> <b>Doug Waddell</b></p> <p>– No applications or development are associated with this request.</p>	<ul style="list-style-type: none"> <li>• Include similar zones in study.</li> <li>• Discuss “goals and trade-offs”. Evaluate objectives for each zone and design regulations to advance objectives.</li> <li>• Develop criteria to determine which approach to use in each area.</li> <li>• Describe streetscape, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Revise requirements as follows:</li> <li>• TL 5, TL 6A, TL 6B: Commercial use to be oriented to the street, with a minimum depth of 20 feet and an average depth of 30 feet.</li> <li>• TL 4 and TL 7: Requirement for commercial use to be revised to be 20% of the gross floor area of the ground floor.</li> <li>• Provide exemption from ground floor commercial requirement for parcel in TL 4A where no pedestrian activity is likely (other than from CKC) and site location poses challenges for commercial use in mixed use development.</li> </ul>	<p>Forward to public hearing for consideration.</p>

			<ul style="list-style-type: none"> <li>▪ Eliminate the requirement</li> <li>○ No change.</li> </ul>				
<b>TL 10C, TL 10D and TL 4B</b>	55.77, 55.83, and 55.33.	Expansion of range of uses permitted in zone to include residential suites	<ul style="list-style-type: none"> <li>• <b>Requested amendment:</b> <ul style="list-style-type: none"> <li>○ Add residential suites as a permitted use in the TL 10C and TL 10D zones, within the Housing Incentive Areas.</li> </ul> </li> <li>• <b>Options:</b> <ul style="list-style-type: none"> <li>• Add residential suites as a permitted use to one or both zones.</li> <li>• Add residential suites as a permitted use to the 4B zone.</li> <li>• No change.</li> </ul> </li> </ul>	<p><b>Citizen Request:</b>  <b>Angela Rozmyn and Robert Pantley (Natural and Built Environments, LLC)</b>                  No applications or development are associated with this request.</p>	<ul style="list-style-type: none"> <li>• Study expansion south of NE 116<sup>th</sup> Street. Include TL 4B in study.</li> <li>• Look at 10-minute neighborhood (proximity to groceries and services)</li> <li>• Use ARCH for background info on res suites</li> <li>• Provide information about how these do/don't serve seniors.</li> </ul>	<ul style="list-style-type: none"> <li>• If the Planning Commission adds the Residential Suites use to the TL 4B, TL 10C and TL 10D zones, require parking to be provided at the same ratios as those used for multifamily development in these zones. Note the opportunity to provide a parking study to address unique conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Do not support adding Residential Suites use in zones south of NE 116<sup>th</sup> Street (TL 10C and TL 10D).</li> <li>• Forward consideration of residential suites in TL 4B to public hearing.</li> </ul> <p><b>Note: On 10/8, PED Committee asked that the Residential Suites use in TL 10C and TL 10D be forwarded to the public hearing.</b></p>

<b>D. AMENDMENTS TO IMPLEMENT ENHANCEMENT AND TRANSPORTATION PLAN</b>							
<b>ZONE</b>	<b>ZC CHAPTER OR SECTION(S)</b>	<b>DESCRIPTION</b>	<b>PROPOSED CHANGES/OPTIONS</b>	<b>SOURCE OF AMENDMENT</b>	<b>PC DIRECTION</b>	<b>STAFF RECOMMENDATION</b>	<b>PC DIRECTION 9/27/18</b>
<b>TL 1A, TL 1B</b>	55.09, 55.15	<ul style="list-style-type: none"> <li>Clarification of standards for pedestrian-oriented space.</li> </ul>	<ul style="list-style-type: none"> <li>Establish specific standards for area (range of square footage).</li> <li>Clarify expectations and improvements to be included in the space to remove ambiguity.</li> </ul>	<ul style="list-style-type: none"> <li>Enhancement Plan</li> </ul>	Support of general concepts from Enhancement Plan.	<ul style="list-style-type: none"> <li>Revise Sections 55.09 and 55.15 to specify square footage of public space to be provided by residential and non-residential development:                             <ul style="list-style-type: none"> <li>Residential under 50 units: 500-1,000 s.f. Larger projects: 1,500-2,000 s.f.</li> <li>Non-residential under 25,000 s.f.: 500-1,000 s.f. Larger projects: 1,500-2,000 s.f.</li> </ul> </li> <li>Use Public Access Easement” for new space (per City Attorney)</li> </ul>	Forward to public hearing for consideration.

<p><b>TL 4B, TL 6A/B, TL 10B</b></p>	<p>55.33, 55.45 and 55.75</p>	<ul style="list-style-type: none"> <li>• Add new provisions for pedestrian-oriented space.</li> </ul>	<ul style="list-style-type: none"> <li>• Establish specific standards for area (range of square footage).</li> </ul>	<ul style="list-style-type: none"> <li>• Enhancement Plan</li> </ul>	<p>Support of general concepts from Enhancement Plan.</p>	<ul style="list-style-type: none"> <li>• Add a new regulation for public space only if the maximum building height is increased in other amendments. The regulation should specify square footage of public space to be provided by residential and non-residential development:             <ul style="list-style-type: none"> <li>○ Residential under 50 units: 500-1,000 s.f. Larger projects: 1,500-2,000 s.f.</li> <li>○ Non-residential under 25,000 s.f.: 500-1,000 s.f. Larger projects: 1,500-2,000 s.f.</li> </ul> </li> <li>• Use Public Access</li> </ul>	<p>For TL 10B, revise approach to ensure space is not limited to primary frontage alone – provide for this space at frontage along CKC. Forward to public hearing for consideration.</p>
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						Easement” for new space (per City Attorney)	
<b>MULTIPLE TL ZONES (TBD)</b>	Chapter 110	New standards for streets in Totem Lake Business District.	<ul style="list-style-type: none"> <li>Standards for rights of ways, sidewalks, travel lanes for vehicles and bicycles, transit facilities, landscaping and street trees, lighting and wayfinding elements will be addressed through amendments and changes to Pre-Approved Plans.</li> <li>Incorporate revised tree species recommendations from City’s Urban Forester.</li> </ul>	<ul style="list-style-type: none"> <li>Enhancement Plan</li> </ul>	Yes	<ul style="list-style-type: none"> <li>Section 110.40 (Collector Streets):                             <ul style="list-style-type: none"> <li>Add Residential-Commercial Streets</li> </ul> </li> <li>All other street concepts would occur on “Minor Arterial Streets” and “Principal Arterial Streets”. Improvements for those streets are determined by the Public Works Director. Cross-sections for all other street typologies will be added to the PW Pre-Approved Plans (2018 Revisions)</li> </ul>	Forward to public hearing for consideration.
<b>Multiple</b>	Chapter 180	Plates for street concepts for the Totem	<ul style="list-style-type: none"> <li>Changes to Plates to correct and improve maps to clarify vision</li> </ul>	<ul style="list-style-type: none"> <li>Enhancement Plan</li> </ul>		<ul style="list-style-type: none"> <li>New 34A: Consolidate 34A, B, F and G into</li> </ul>	Forward to public hearing

		Lake Business District need to be updated and revised.	for Residential/Commercial Collector Streets.			<p>one map for Residential Commercial Collector Streets – map to be identical to Figure TL-6 from Comp Plan, but with references to ZC section in Chap 110.</p> <ul style="list-style-type: none"> <li>• Retain 34D (<i>renamed 34B</i>) and 34E (<i>renamed 34C</i>).</li> <li>• <i>Conceptual info</i> from 34F and 34G to be moved to Design Guidelines.</li> </ul>	for consideration.
<b>TL 3</b>	55.27.010	Enhanced sidewalk/bike path and new linear park to improve and encourage movement between the VTL and EH and to points north and west (BRT, etc.). Will also provide a key placemaking	<ul style="list-style-type: none"> <li>• Change to zoning to require dedication (or easement) on the hospital campus to enable the development of the hill climb improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhancement Plan</li> </ul>	(New item added to scope since 4/26 PC meeting)	Add requirement that an easement to enable installation of hill climb improvements must be provided when an increase in square footage of development occurs on the hospital campus.	Forward to public hearing for consideration.

		element in the business district.					
<b>COMPREHENSIVE PLAN</b>	Figure TL-10	Correction to alignment of Circulator Blvd and addition of gateways recommended in Enhancement Plan	<ul style="list-style-type: none"> <li>• Add four new gateways identified in Enhancement Plan</li> <li>• Correct alignment of Circulator to follow 124<sup>th</sup> Ave NE</li> </ul>	<ul style="list-style-type: none"> <li>• Enhancement Plan</li> </ul>	(New item added to scope since 4/26 PC meeting)	Add gateways to ensure they are noted during design review. Make map correction to Circulator.	Forward to public hearing for consideration.
<b>COMPREHENSIVE PLAN</b>	Figure TL 6	Corrections to map and add new Totem Lake Access streets from Enhancement Plan	<ul style="list-style-type: none"> <li>• Change figure title to be more accurate</li> <li>• Revise to show completion of 118<sup>th</sup> Ave NE in TL 10B</li> <li>• Revise legend to include Totem Lake Access streets</li> <li>• Add all Totem Lake Access collector streets from Enhancement Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Enhancement Plan and update due to completion of planned street</li> </ul>	(New item added to scope since 4/26 PC meeting)	Make proposed changes to figure.	Forward to public hearing for consideration

C. COMPREHENSIVE PLAN AND RELATED ZONING CODE CHANGES					
PLAN	SECTION/PAGE	PROPOSED CHANGE	SOURCE OF AMENDMENT	PC DIRECTION	STAFF RECOMMENDATION
<b>TOTEM LAKE BUSINESS DISTRICT PLAN</b>	Western Mixed Use Subarea discussion	<p><b>WITHDRAWN</b></p> <p><u>Residential Suites:</u></p> <ul style="list-style-type: none"> <li>• Revise discussion to describe where multifamily residential use is supported within the Western Mixed Use Subarea.</li> <li>• Consider developing new policy to support multifamily residential use and/or residential suites specifically.</li> <li>• Revise maps as needed.</li> <li>• <b>Options:</b> <ul style="list-style-type: none"> <li>○ No change</li> </ul> </li> </ul>	<p><b>WITHDRAWN</b></p> <p>Policy change is necessary to support request for Zoning Code amendments from <b>Pantley/Rozmyn</b></p>	<p><b>WITHDRAWN</b></p> <ul style="list-style-type: none"> <li>• Expand scope to look at multifamily (in addition to residential suites) throughout zone.</li> <li>• Look at 10-minute neighborhood (proximity to groceries and services)</li> <li>• Use ARCH for background info on res suites</li> <li>• Provide information about how these do/don't serve seniors.</li> </ul>	<ul style="list-style-type: none"> <li>• Remove from study scope.</li> <li>• If Residence XII requests that change in land use be considered prior to public hearing, Planning Commission may decide to include in scope.</li> </ul>

ZONE	SECTION(S)	DESCRIPTION	PROPOSED CHANGES/OPTIONS	SOURCE OF AMENDMENT	PC DIRECTION	STAFF RECOMMENDATION
TL 10A	55.69	<p><b>WITHDRAWN</b></p> <p><del>Expansion of range of uses permitted in zone to include residential suites</del></p>	<p><b>WITHDRAWN</b></p> <ul style="list-style-type: none"> <li>• <b>Requested amendment requires:</b> <ul style="list-style-type: none"> <li>○ Comprehensive Plan Amendment to support residential use in business park area.</li> <li>○ ZC change to add use(s)</li> </ul> </li> <li>• <b>Options:</b> <ul style="list-style-type: none"> <li>○ Limit new allowed uses to residential suites on Residence XII property</li> <li>○ Allow residential suites on more parcels in zone</li> <li>○ Allow multifamily development (in addition to residential suites) in zone.</li> <li>○ No change.</li> </ul> </li> </ul>	<p><b>WITHDRAWN</b></p> <p><del><b>Citizen Request: Pantley/Rozmyn</b> (Application submitted for development)</del></p>	<ul style="list-style-type: none"> <li>• See above.</li> </ul>	<ul style="list-style-type: none"> <li>• Remove from study scope.</li> <li>• If Residence XII requests that change in land use be considered prior to public hearing, Planning Commission may decide to include in scope.</li> </ul>

DRAFT

### Totem Lake Business District and Urban Center Boundaries

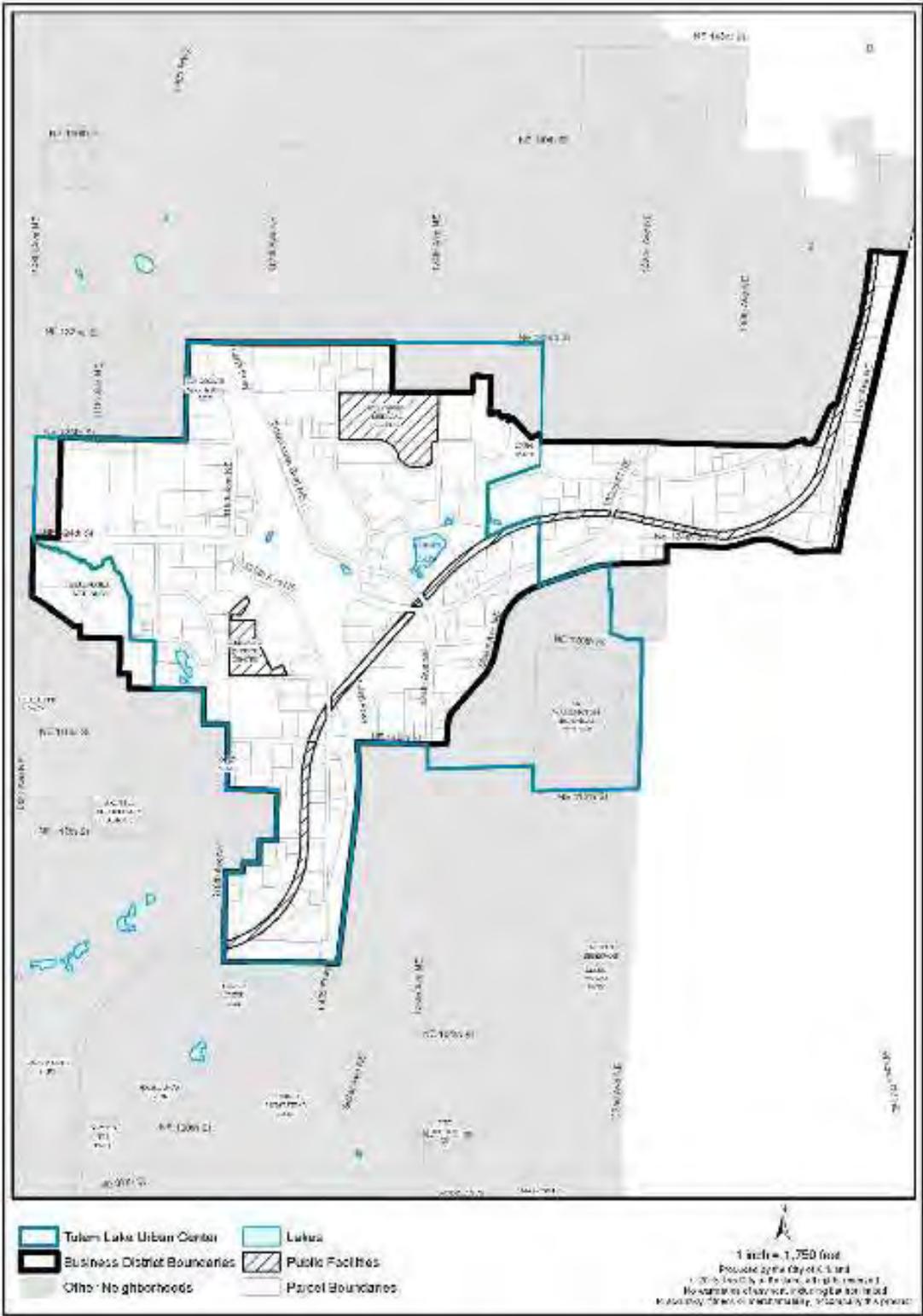


Figure TL-1: Totem Lake Business District and Urban Center Boundaries







**55.71** User Guide.

The charts in KZC 55.75 contain the basic zoning regulations that apply in the TL 10B 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 55.73**


Zone  
ITL 10B

## Section 55.73 – 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. For structures located within 30 feet of a parcel in a low density zone (or a low density use in PLA 17), KZC 115.136 establishes additional limitations on structure size.
- ~~3. New development on properties across which the planned extension of 118th Avenue NE to NE 116th Street is located, as shown on Plate 34C, Chapter 180 KZC, shall contribute to the creation of the street as follows:
 
  - ~~a. With all new development, the portions of this street crossing the subject property shall be dedicated as public right-of-way consistent with Plate 34C; and~~
  - ~~b. The street shall be improved as determined by the Public Works Director.~~~~

~~Minor deviations in the location and width of the street may be approved by the Public Works Director if the deviations will not negatively affect the functioning of the street.~~
34. Vehicular access to NE 116th is permitted only via 118th Avenue NE, or if the subject property does not have access to 118th Avenue NE. (Does not apply to Public Park use.)
45. Development must be designed to retain the existing hill along NE 116th Street and retain, at a minimum, 25 percent of the viable significant trees. The City may require greater than 25 percent depending on the location and clustering of trees. (Does not apply to Public Park use.)
56. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
67. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.

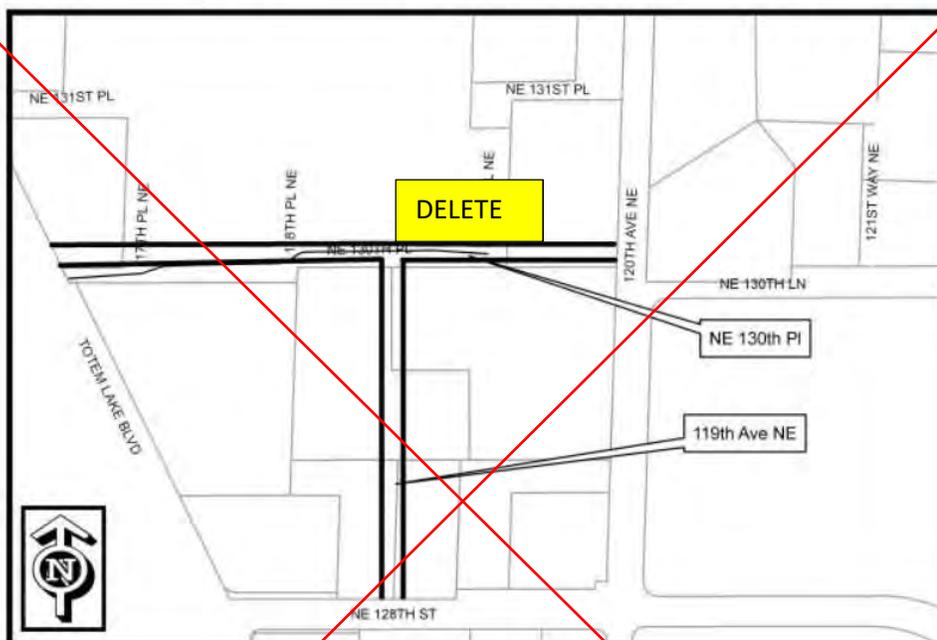


## Chapter 180 Summary of Amendments to Plates

1. **Plates 34A, B, F and G to be deleted and consolidated into one plate for Totem Lake Access Streets. All streets are shown on revised Plate 34A**

Plate 34A 119th Avenue NE and NE 130th Place Street Improvements in TL 1A and TL 1B

SHARE



Required street improvements for 119th Avenue NE and NE 130th Place:

119th Avenue NE:

40 – 51 feet of public right-of-way

Specific improvements to be determined by the Public Works Director

NE 130th Place:

51 feet of public right-of-way

Specific improvements to be determined by the Public Works Director

Note: The precise right-of-way alignment may vary, and shall be determined by the Public Works Director.

Plate 34B 123rd Avenue NE and NE 120th Street Improvements in TL 5 Zone

SHRE



Required street improvements for 123rd Avenue NE and NE 120th Street:

60 feet of public right-of-way. Right-of-way width may be modified by the Public Works Director.

Specific improvements to be determined by the Public Works Director

Plate 34F Vehicular Access and Pedestrian Pathway Concept for TL 5

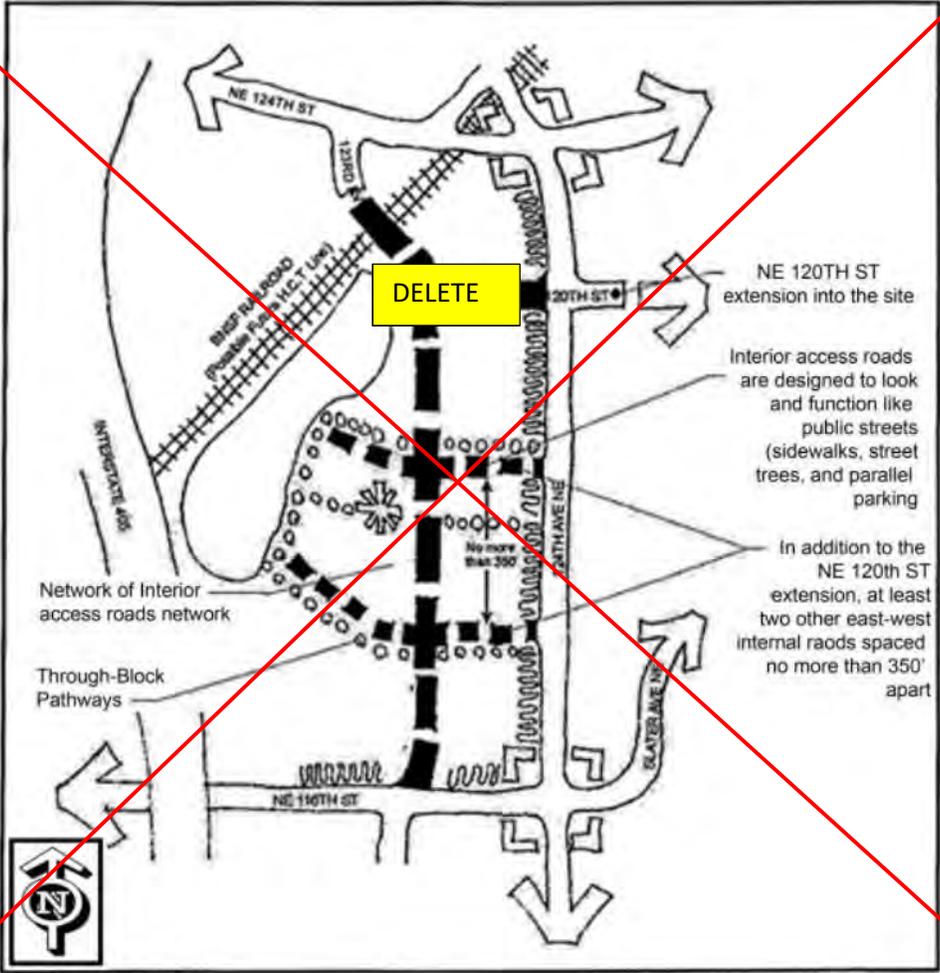
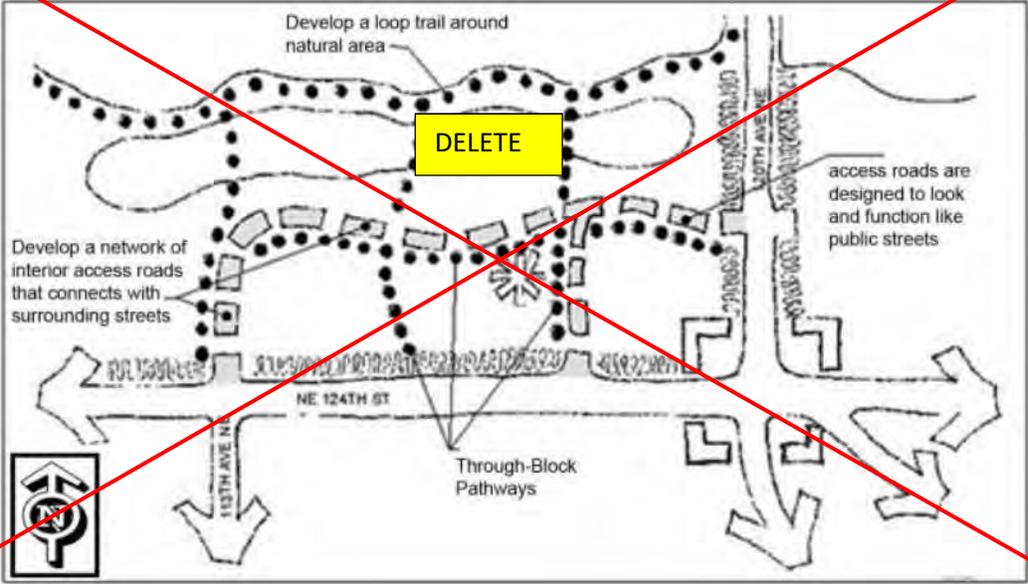


Plate 34G Internal Access Roads and Through-Block Pathway Concept for TL 6B



2. Eliminate Plate 34C. 118<sup>th</sup> Avenue NE is now under construction, associated with development of Lifebridge project in TL 10B.

Plate 34C 118th Avenue NE Street Improvements in TL 10B Zone SHARE

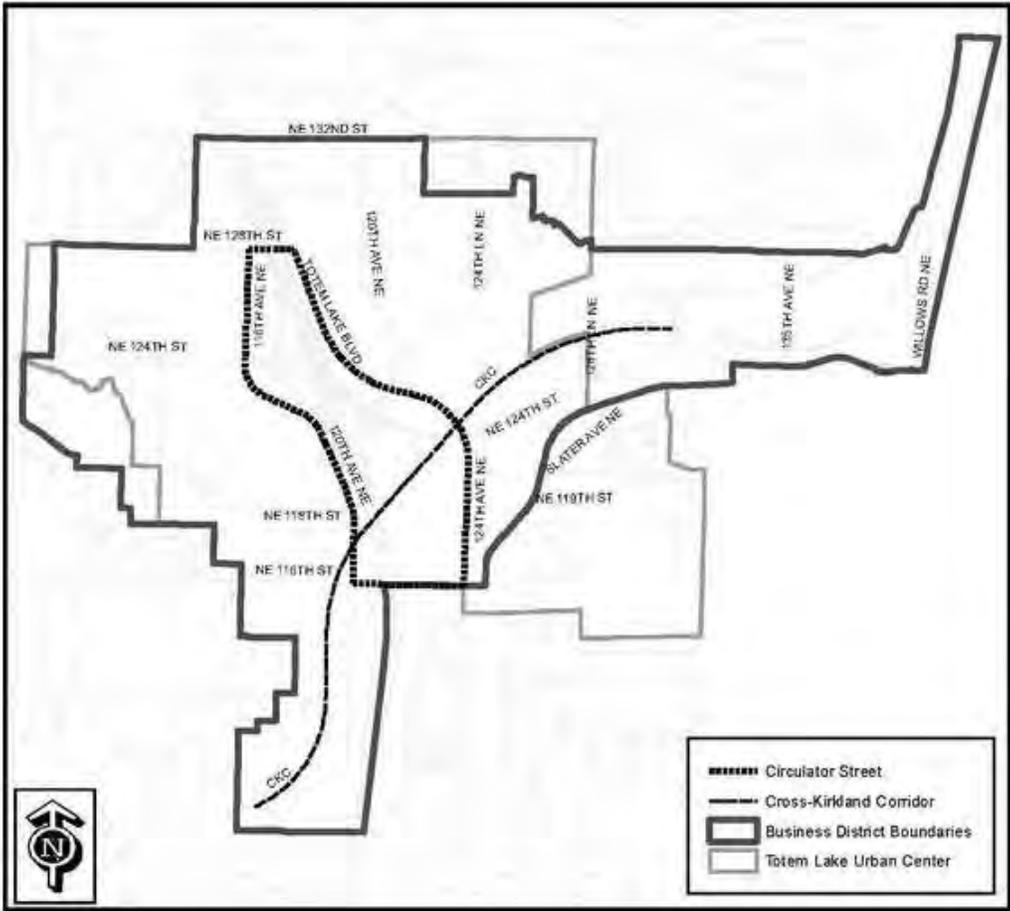
Required street improvements for 118th Avenue NE:

- 60 feet of public right-of-way
- A slope easement may be required, west of the 118th Avenue NE right-of-way, as determined by the Public Works Director
- Specific improvements to be determined by the Public Works Director

3. Retain Plate 34D, but renumber to 34B

34B

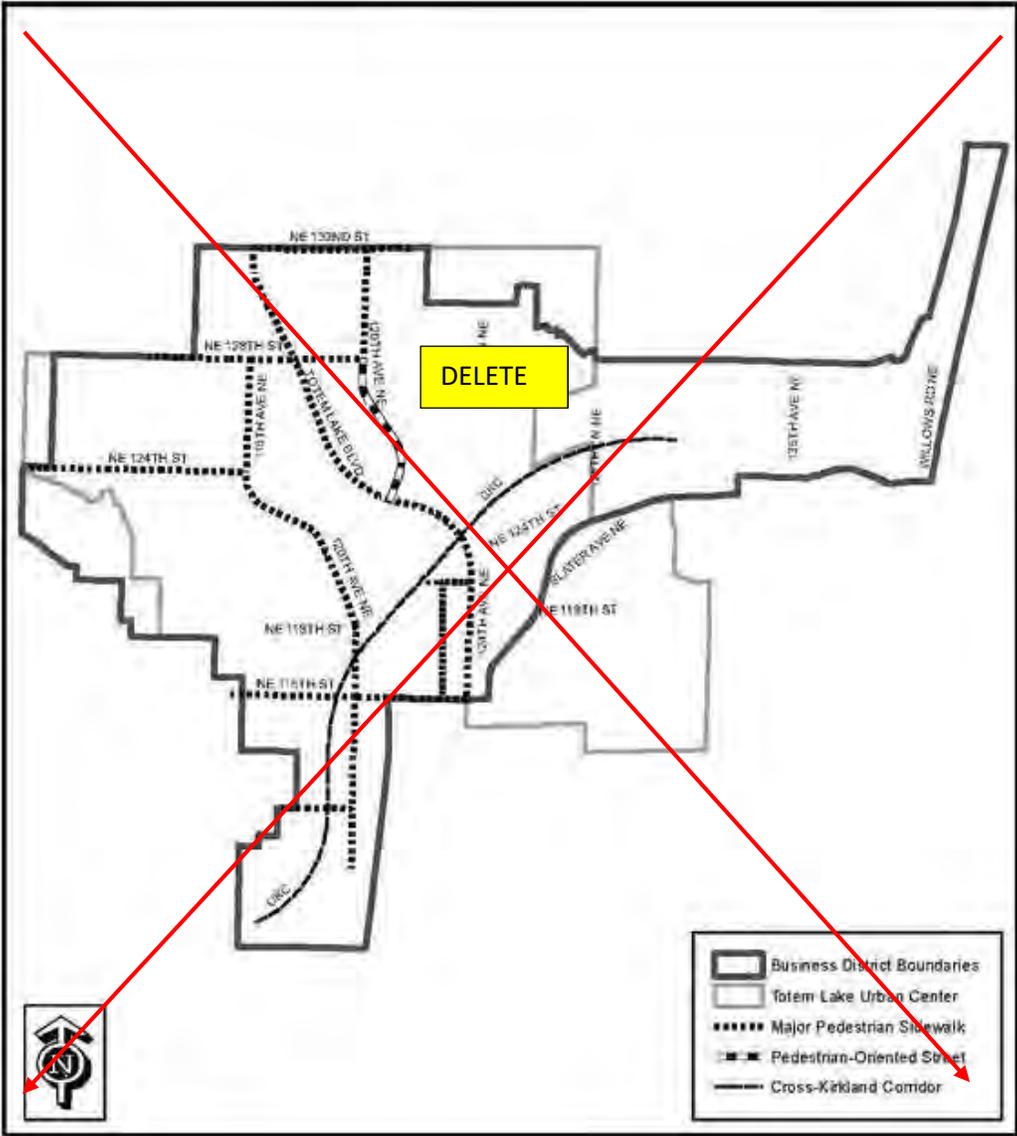
Plate 34D The Designated "Circulator" in the Totem Lake Business District



4. Revise Plate 34E, and renumber to 34C

Plate 34E Pedestrian Circulation in Totem Lake

SHARE





**55.29** User Guide.

The charts in KZC 55.33 contain the basic zoning regulations that apply in the TL 4A, TL 4B and TL 4C 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 55.31****Zone**

TL 4A, 4B,  
4C

**Section 55.31 – 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 provision of this code may apply to the subject property.
2. The ground floor of all structures with frontage on a paved pedestrian or vehicular circulation route, or adjacent to a pedestrian-oriented space, shall be a minimum of 13 feet in height (see Plate 34A, Chapter 180 KZC). Where necessary for the ground floor of the building to be at the elevation of an abutting street, the building may exceed the permitted maximum height of structure by up to five feet. This requirement does not apply to:
  - a. The following uses: vehicle service stations, private lodges or clubs, 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; or
  - c. Additions to existing nonconforming development where the Planning Official determines it is not feasible.
3. In addition to the height exceptions established by KZC 115.60, the following exceptions to height regulations in TL 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 to or greater than four feet vertical to 12 feet horizontal.
- ~~4. Ground floor spaces in structures with frontage on a public right-of-way, interior access road, major pedestrian sidewalk, through-block pedestrian pathway, internal pathway or pedestrian-oriented space must be designed in a configuration which encourages pedestrian activity and visual interest (see also Chapter 105 KZC).~~
- ~~45.~~ Access for drive-through facilities must be approved by the Public Works Official. See Chapter 105 KZC for requirements.
- ~~56.~~ Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
- ~~67.~~ Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.

4. Building and/or landscaping features that highlight the entryway to the Totem Lake Neighborhood shall be incorporated into redevelopment of the parcel located at the southeast corner of TL 5. The features shall contain elements such as a sign, art and/or lighting. See Chapter 92 KZC, Design Regulations.
5. The ground floor of all structures on the subject property with frontage on a paved pedestrian or vehicular circulation route, or adjacent to a pedestrian-oriented space shall be a minimum of 13 feet in height. Where necessary for the ground floor of the building to be at the elevation of an abutting street, the building may exceed the permitted maximum height of structure by up to five feet. This requirement does not apply to:
  - a. The following uses: vehicle service stations, private lodges or clubs, 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. ~~Ground floor spaces in structures with frontage on a public right-of-way, interior access road, major pedestrian sidewalk, through-block pedestrian pathway, internal pathway or pedestrian-oriented space must be designed in a configuration which encourages pedestrian activity and visual interest.~~
7. Access for drive-through facilities must be approved by the Public Works Official. See Chapter 105 KZC for requirements.
8. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
9. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.

**55.41** User Guide.

The charts in KZC 55.45 contain the basic zoning regulations that apply in the TL 6A and TL 6B 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 55.43**

## Section 55.43 – 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. Where feasible, primary access for nonresidential uses within TL 6 shall be from 124th Avenue NE, NE 124th Street, or NE 120th Street.
3. The ground floor of all structures with frontage on a paved pedestrian or vehicular circulation route, or adjacent to a pedestrian-oriented space shall be a minimum of 13 feet in height (see Plate 34A, Chapter 180 KZC). Where necessary for the ground floor of the building to be at the elevation of an abutting street, the building may exceed the permitted maximum height of structure by up to five feet. This requirement does not apply to:
  - a. The following uses: vehicle service stations, private lodges or clubs, stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, residential development in TL 6A where over 80 percent of the total units in the development are affordable to households earning no more than 60 percent of the King County median income, 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; or
  - d. Parcels located more than 500 feet north of NE 124th Street, east of 116th Avenue NE.
- ~~4. Within TL 6B, ground floor spaces in structures with frontage on a public right-of-way, interior access road, major pedestrian sidewalk, through-block pedestrian pathway, internal pathway or pedestrian-oriented space must be designed in a configuration which encourages pedestrian activity and visual interest. This regulation does not apply to parcels located more than 500 feet north of NE 124th Street, east of 116th Avenue NE (see Plate 34G).~~
45. In addition to the height exceptions established by KZC 115.60, the following exceptions to height regulations in TL 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 to or greater than four feet vertical to 12 feet horizontal.

# USE ZONE CHART

## Section 55.45

56. Access for drive-through facilities must be approved by the Public Works Official. See Chapter 105 KZC for requirements.

67. Some development standards or design regulations may be modified as part of the design review process. See Chapter 92 or 142 KZC for requirements.

(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

(GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)

78. In TL 6B, development must provide a grid of internal access roads ~~(see Plate 34G)~~ (see Plate 34A, Chapter 180 KZC) pursuant to the following standards:

- a. A centralized east-west connection that forms the spine for the site. Such a connection would reduce the need for vehicular circulation on NE 124th Street.
- b. Two to three north-south connections from NE 124th Street to the east-west connection noted above. A desirable distance between access roads is between 250 and 300 feet. The maximum allowable distance between access roads shall be 350 feet. These may be public or private streets. Wider separation (up to 500 feet) may be considered where properties dedicate a minimum 30-foot-wide public pedestrian corridor.
- c. Suggested cross-sections for each of these roads:
  - 1) Two travel lanes (one lane each way);
  - 2) On-street parallel parking;
  - 3) Eight- to 12-foot-wide sidewalks on each side of the street with street trees placed 30 feet on-center. Sidewalk width may be reduced where planting strips (minimum four feet wide) are maintained between the street and sidewalk.

The above access roads may be private or public.

89. The applicant shall install a through-block pathway or other pathways to link streets and/or activities (see Plate 34C, Chapter 180 KZC). ~~(See Plate 34G.)~~ Include at least one mid-block east-west pathway connecting uses to 116th Avenue NE and a network of north-south pathways at intervals no greater than 350 feet that link uses to NE 124th Street. Through-block pathways may be integrated with internal access roads and/or provided within separate pedestrian-only corridors. See KZC 105.19 for through-block pathway standards. Additional through-block pathways not shown in the Comprehensive Plan may be required by the City on parcels larger than two acres in order to enhance pedestrian access on large sites.

940. No portion of a structure on the subject property within 40 feet of Slater Avenue in TL 6A may exceed 30 feet above the elevation of Slater Avenue as measured at the midpoint of the frontage of the subject property on Slater Avenue.

## Amendments to Section 92.15.3.b

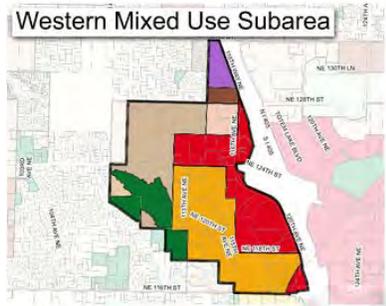
### 3. Blank Wall Treatment

- a. Blank Wall Defined – All Zones – A blank wall is any wall or portion of a wall that meets either of the following criteria (see Figure 92.15.C):
  - 1) A wall or portion of a wall with a surface area of at least 400 square feet having both a length and a width of at least 10 feet without a window, door, building modulation at least one (1) foot in depth or other architectural feature.
  - 2) Any wall or portion of a wall between four (4) feet and 13 feet above ground level with a horizontal dimension longer than 15 feet without a window, door, building modulation at least one (1) foot in depth or other architectural feature.
  
- b. Blank Wall Treatments – All Zones – Each blank wall that is visible from any right-of-way, internal access road, pedestrian-oriented space, ~~or through-block pathway~~, the Cross Kirkland Corridor or the Eastside Rail Corridor must be screened or treated in at least one (1) of the ways listed in subsection (3)(c) of this section if it meets the criteria for a blank wall under subsection (3)(a) of this section. Internal roadways used primarily for service access and not visible from a street, pedestrian-oriented space ~~or through-block pathways~~, the Cross Kirkland Corridor or the Eastside Rail Corridor are exempt from this requirement.
  
- c. Blank Wall Treatment Standards in All Zones – At least one (1) of the following techniques must be used to treat or screen blank walls:
  - 1) By the installation of a vertical trellis with climbing vines or plant material in front of the blank wall.
  - 2) By providing a landscaped planting bed at least five (5) feet wide or a raised planter bed at least two (2) feet high and three (3) feet wide in front of the blank wall and planted with plant materials that will obscure or screen at least 50 percent of the blank wall within two (2) years.
  - 3) By providing artwork, such as mosaics, murals, sculptures or bas-relief on the blank wall.
  - 4) By proposing alternative techniques as part of the Design Review process.



## Comprehensive Plan Totem Lake Business District

### Western Mixed Use Subarea



The Western Mixed Use Subarea contains a wide range of uses and activities. The Kirkland Justice Center, providing police and court services, is located here, just west of the general retail area along 120th Avenue NE, and just east of the large 405 Corporate Center, where much of the subarea's office and some flex industrial space is located. A mix of community recreational/cultural uses are clustered in the TL 10B zone at the southern end of the subarea. North of NE 124th Street lies the Totem Lake West shopping center and the Kingsgate Park and Ride lot. Medium density multifamily residential development remains at the subarea's western boundary.

Within the southern upland portion of the Heronfield Wetlands Open Space, community members built and operate Jasper's Dog Park, a two-acre, fenced site that provides an opportunity for dogs to play and socialize off-leash, and for citizens to visit and enjoy the natural setting.

The wooded hillside located at the south end of the Western Mixed Use Subarea is designated as a medium landslide hazard area (see Figure TL-4). Development in this area should be subject to the following conditions:

- (1) Lot coverage for development should be limited to ensure maximum preservation of existing vegetation.
- (2) Heavily vegetated visual and noise buffering should be maintained or developed where buffers are needed either for residential use of this site, or from nonresidential use of this site to residential use on neighboring properties.
- (3) Access to NE 116th Street should be limited due to the terrain and the desire to retain existing trees within the southern portion of the site.

~~A desired new road connection would link NE 116th Street and NE 118th Street through this part of the subarea (see Figure TL-6), providing more direct access to the Kirkland Justice Center, the office park, and points to the north and west.~~

North of NE 124th Street and west of 116th Avenue NE lies the Totem Lake West shopping center. This retail center has the potential for redevelopment to include more intensive commercial development as well as upper story residential use. Design guidelines establish redevelopment of the center as a pedestrian-oriented village, with a centralized plaza surrounded by storefronts oriented to internal private or public streets. Residential and/or office uses would be located on upper floors, with residential uses clustered at the north end of the site overlooking the natural greenbelt area.

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS													
Section 55.45	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	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 YARD (See Ch. 115)									
				Front	Side	Rear							

.060	Office Use	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	645' above average building elevation. See Gen. Regs. 3 and 10.	C	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.	<ol style="list-style-type: none"> <li>The following regulations apply to veterinary offices only:                             <ol style="list-style-type: none"> <li>May only treat small animals on the subject property.</li> <li>Outside runs and other outside facilities for the animals are not permitted.</li> <li>Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application.</li> <li>A veterinary office is not permitted in any development containing dwelling units.</li> </ol> </li> <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 ancillary assembled or manufactured goods are subordinate to and dependent on this use.</li> <li>The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.</li> </ol> </li> </ol>
.070	Hotel or Motel									E	1 per each room. See also Spec. Reg. 2.	<ol style="list-style-type: none"> <li>May include ancillary meeting and convention facilities.</li> <li>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.</li> </ol>
.080	Entertainment, Cultural and/or Recreational Facility										See KZC 105.25.	

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS											
Section 55.75	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscaping Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)		Lot Coverage	Height of Structure				
				Front	Side						

.080	Office Use					65' above average building elevation.	C	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.	<ol style="list-style-type: none"> <li>The following regulations apply only to veterinary offices:               <ol style="list-style-type: none"> <li>Outdoor runs or other outdoor facilities for the animals must comply with Landscape Category A.</li> <li>Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.</li> </ol> </li> <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 ancillary assembled or manufactured goods are subordinate to and dependent on this use.</li> <li>The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.</li> </ol> </li> <li><u>Design considerations for the portion of the building above 55 feet should include an evaluation of possible impacts to solar access on the CKC, and measures to minimize impacts if necessary.</u></li> </ol>
.085	Restaurant or Tavern (see Spec. Regs. 1 and 2).							E	1 per each 100 sq. ft. of gross floor area.	<ol style="list-style-type: none"> <li>This use is only permitted on properties within 150 feet of the Cross Kirkland Corridor.</li> <li>No drive-through or drive-in facilities are permitted.</li> </ol>

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS													
Section 55.33	USE ↓ REGULATIONS ↘	Required Review Process	MINIMUMS			MAXIMUMS		Lot-Coverage	Height of Structure	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-YARD (See Ch. 115)									
				Front	Side	Rear							

.100	Attached or Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	765' above average building elevation. See Gen. Reg. 2. and Spec. Reg. 4.	D	E	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.	<ol style="list-style-type: none"> <li>1. Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation.</li> <li>2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> <li>3. 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>4. The equivalent of the additional gross floor area constructed above 35 feet over ABE must be dedicated to residential use. Residential use may be located anywhere in the building above the ground floor.</li> <li>5. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:                             <ol style="list-style-type: none"> <li>a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.</li> </ol> </li> </ol>
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(Revised 12/17)

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS												
Section 55.33		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-YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						

.105	Residential Suites See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	765' above average building elevation. See Gen. Reg. 2.	D	E	See Spec. Reg. 3.	<ol style="list-style-type: none"> <li>1. This use is permitted only in the TL 4A subarea.</li> <li>2. Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation.</li> <li>3. Parking shall be provided at a rate of one stall per living unit plus one per on-site employee, and modifications to decrease the parking requirement are prohibited. However, if parking is managed pursuant to Special Regulation 4, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee.</li> <li>4. 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:               <ol style="list-style-type: none"> <li>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 private 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.</li> </ol> </li> </ol>
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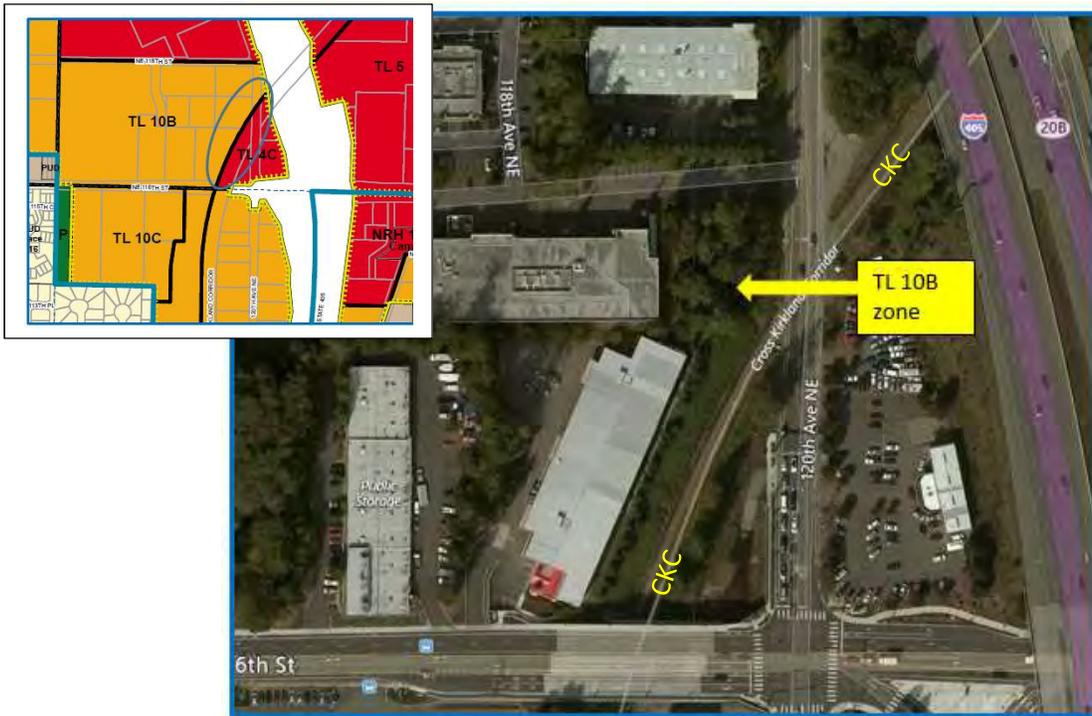
**USE ZONE CHART**  
**Section 55.45**

TL 6A/6B

.090	Private Lodge or Club							45' above average building elevation. See Gen. Reg. 10.		B	1 per each 300 sq. ft. of gross floor area.	
.100	Attached or Stacked Dwelling Units. See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	765' above average building elevation. See Gen. Regs. 3 and 10.	D	A	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.	<ol style="list-style-type: none"> <li>1. Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. This requirement does not apply to ground floor residential use in TL 6A where over 80 percent of the total units in the development are affordable to households earning no more than 60 percent of King County median income, adjusted for household size.</li> <li>2. 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>3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> </ol>
.105	Residential Suites See Spec. Reg. 1.										See Spec. Reg. 2.	<ol style="list-style-type: none"> <li>1. Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation.</li> <li>2. Parking shall be provided at a rate of one stall per living unit plus one per on-site employee, and modifications to decrease the parking requirement are prohibited. However, if parking is managed pursuant to Special Regulation 3, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee.</li> </ol> <p style="text-align: center;">REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>



### TL 10B Zone – Considerations for Building Height Increase





TL 5

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS											
Section 55.39	USE ↓ REGULATIONS ↑	Required-Review Process	MINIMUMS			MAXIMUMS		Special Regulations (See also General Regulations)			
			Lot-Size	REQUIRED YARD (See Ch. 115)		Lot-Coverage	Height-of-Structure		Landscape Category (See Ch. 95)	Sign-Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)
				Front	Side						

.010 Master Plan Development (Continued)

REGULATIONS CONTINUED FROM PREVIOUS PAGE

2. The street level floor shall Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. The commercial use shall be oriented toward fronting streets, major pedestrian sidewalks and through-block pathways, and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street, major pedestrian sidewalk or through block pathway).

Lobbies for this use are allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

The Design Review Board may determine the orientation of the commercial use where multiple pedestrian circulation routes exist (see Plate 34C).

The Design Review Board 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 commercial frontage will maximize visual interest.

3. The following uses are not permitted within a Master Plan:  
 a. Retail establishments providing storage services unless accessory to another permitted use;