

Chapter 105 – Parking Modifications

105.103 Modifications

1. General – The provisions of this section establish under what circumstances the requirements of this chapter may be modified.

2. Authority to Grant and Duration
 - a. If the proposed development of the subject property requires approval through Process I, IIA, or IIB, described in Chapters [145](#), [150](#) and [152](#) KZC, respectively, a request for a modification will be considered as part of that process under the provisions of this section. The City must find that the applicant meets the criteria listed below in subsection (3) of this section. If granted under Process I, IIA, or IIB, the modification is binding on the City for all development permits issued for that development under the Building Code within five (5) years of the granting of the modification.

 - b. For projects requiring Design Review described in Chapter [142](#) KZC, a request to modify the requirements in KZC [105.18](#) or [105.19](#) will be considered as part of the Design Review process. The Design Review Board must find that the applicant meets the criteria listed below in subsection (3)(b) of this section.

 - c. If subsection (2)(a) and/or (2)(b) of this section does not apply, the Planning Official may grant a modification in writing under the provisions of this section.

3. Modifications – A modification to improvement requirements of this chapter may be required or granted if the applicant demonstrates on submitted plans and/or in writing that the following criteria have been met for modifications to the applicable sections:
 - a. For a modification to KZC [105.10](#) for vehicular access easements or tracts and for KZC [105.60](#)(2) and (3) and [105.97](#) for parking area design, the requirements may be modified if:
 - 1) The modifications will not affect the ability to provide any property with police, fire, emergency medical, or other essential services; and

 - 2) One (1) of the following requirements is met:

- a) The modification is necessary because of a preexisting physical condition; or
 - b) The modification will produce a site design superior to that which would result from adherence to the adopted standard.
- 3) Exception: KZC [105.10](#)(2)(g) relating to screening for access easements or tracts will use the modification criteria for buffering in subsection (3)(g) of this section.
- b. For a modification to KZC [105.18](#) or [105.19](#) the requirements for pedestrian access may be modified if:
- 1) The modification is necessary because of the size, configuration, topography or location of the subject property;
 - 2) The modification will provide for equal or improved pedestrian and bicycle safety and convenience; and
 - 3) The modification will not have any substantial detrimental effect on nearby properties and the City as a whole.
- c. For a modification to KZC [105.20](#) and [105.45](#), a decrease in the required number of spaces may be granted if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City Transportation Engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation Engineer. Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City Transportation Engineer.

For multifamily parking modifications in zones outside of the Totem Lake Urban Center, the parking demand rate result shall be increased by fifteen (15) percent and the resultant total shall then be subject to the visitor parking requirements in KZC [105.20\(3\)](#).

For multifamily parking modifications in TL zones within the Totem Lake Urban Center, the parking demand rate total shall be subject to the visitor parking requirements in KZC [105.20\(3\)](#), and the applicant must submit a Transportation Management Plan (TMP) for review and approval of the City Transportation Engineer. At a minimum, requirements for the TMP include:

- 1) A parking management plan for all stalls associated with the development; and
- 2) Confirmation that parking charges will be unbundled from the leases for the development.

The Planning Official shall not approve or deny a modification to decrease the number of parking spaces without first providing notice of the modification request to the owners and residents of property within 300 feet of the subject property and providing opportunity for comment. The Planning Official shall use mailing labels provided by the applicant, or, at the discretion of the Planning Official, by the City. Said comment period shall not be less than seven (7) calendar days.

Properties located in the CBD 1A, 1B, 2, and 8 zones that receive parking modification approval under this section are not eligible to utilize the special parking provisions in KZC [50.60\(3\)\(a\)](#), Certain Floor Area Exempt from Parking Requirements.

d. For a modification to KZC [105.40](#), the requirements for parking area location may be modified if:

- 1) The proposed parking area will have no adverse impacts on adjacent properties;
- 2) It is reasonable to expect that the proposed parking area will be used by the subject use; and
- 3) A safe pedestrian and/or shuttle connection exists, or will be created, between the subject use and the proposed parking area.



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: Tony Leavitt, Senior Planner

From: Thang Nguyen, Transportation Engineer

Date: June 16, 2016

Subject: Athene Affordable Senior Housing Parking Demand Review, Tran15-01732

This memo summarizes my review of the parking demand data for the Athene affordable senior housing to be located at 12610 NE 124th Street.

Staff Findings and Recommendations

The proposed project will require a minimum of 38 parking spaces (34 residential parking spaces and 4 signed visitor parking spaces). The parking recommendation is based on the parking reduction that can be achieved based on the strategies listed in the attached transportation management plan.

The proposed parking supply of 41 parking spaces will meet the anticipated demand for the project. Staff recommends approval of the parking modification with the following conditions:

1. Provide a minimum of four (4) parking spaces for guest/care-taker. The parking spaces shall be signed for visitors. The visitor parking spaces should be monitored to ensure that residents do not occupy the visitor parking spaces.
2. The visitor parking spaces shall be available to visitors at all times.
3. One parking space will be provided for staff and may be assigned to residents if not used by staff.
4. Implement the attached TMP. The TMP shall be recorded with the property.

Project Description

The project site is located at 12610 NE 124th Street, approximately 630 feet east of the intersection of 124th Avenue NE/NE 124th Street in Totem Lake. Adjacent to the site are small strip shopping centers and a car dealership. There are no on-street parking within walking distance of the project site. A five-lane principal arterial provides access into the site.

The applicant is proposing to construct a stand-alone 76,701 square foot building consisting of 91 low-income senior housing units. Parking will be provided in an underground parking garage and a surface parking lot adjacent to the existing Francis

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Village project. The applicant is proposing to provide 32 parking spaces in a garage and 9 parking spaces on a surface parking lot. The residential parking will be assigned on a first come first serve basis. The applicant is also proposing a transportation management program (TMP) to help reduce the reliance of car and the parking demand.

The location of the proposed project is close to shopping centers and services, but not necessarily within walking distance for all seniors. There are no grocery stores within walking distance of the project site. Transit stop are approximately ¼ mile away.

Parking Data

Under the Kirkland parking code requirement, an attached senior housing development is defined as a multi-family residential use and is required to provide a City's standard multi-family parking rate. The applicant is proposing a lower parking rate because there is data indicating a lesser parking demand for a low-income senior housing use.

The applicant's traffic consultant collected and analyzed parking data from four different low-income senior housing apartments that are similar in size and have similar characteristics to the proposed project such as complimentary land uses nearby and managed parking. Parking data was collected for Saturday as well as weekday. The parking demand rate for these sites range from 0.157 to 0.324 space per residential unit. The highest demand occurred during the weekday. This parking demand rate does not include guest parking.

All of the sites do not allow visitors to park overnight but do provide visitor parking on-site. The report was not clear on the number of parking spaces provided for visitors and did not provide visitor parking demand data. Since there are no on-street parking within walking distance of the proposed project site, visitors will need parking onsite so that parking from the proposed site does not impact nearby businesses.

Based on the parking demand data, my recommendation is to require a based parking demand of 0.324 parking spaces per residential unit. KZC Section 105.103.3.c requires that the parking demand rate for multifamily projects be increased by 15 percent. As a result, the based parking demand rate will be 0.3726 parking spaces per unit. The applicant will need to provide 34 residential parking spaces (0.3726 stalls/unit x 91 unit). Additionally, KZC Section 105.20.3 requires a minimum of 10 percent additional parking stalls for guest parking. For this project, the applicant is required to provide at least 4 guest parking stalls (3.4 rounded up to 4). The minimum required parking for the project will equal 38 stalls.

Since the lower parking demand is based on the use of alternative transportation such as bike, walk and transit, the development should create a transportation management program to lessen the need for owning a car and driving. The attached Transportation Management Plan (TMP) should be recorded as mitigation measures to support the reduction in parking. The strategies within the TMP will help to lessen the need to for automobile ownership and thus lessen the need for parking.

**RED VINES I, (the "Owner")
 Athene ("property")
 Transportation Management Plan
 2016**

General Purpose:

To provide a robust continuum of transportation options to our residents that encourage and support bus ridership, bicycling and walking. Parking in our garage is limited to 32 spaces which will be assigned to resident use on a first-come, first-serve basis. There will be 9 additional spaces available to residents on a first-come, first-serve basis in the surface lot. Four of the parking spaces will be signed for visitor parking and will not be assigned to residents. Bus use will be highly encouraged in support of the Green Initiatives present in the building.

We are committed to providing adequate and appropriate levels of support to the residents in service to alternative transportation utilization.

Objectives:

Our objective is to reduce reliance on cars, reduce the carbon footprint, support the needs of our residents and encourage healthy, active lifestyles and increase knowledge of transportation options.

Our goal is to utilize all site parking to the highest and maximum use around the clock. We will operate the parking in conjunction with the neighboring building to provide a synchronicity of uses on the site. The current building has underutilized garage parking during the day. To that end, the open lot parking will be restricted to two-hour parking during the daytime hours, residents with cars will be issued parking permits and the neighboring garage will be open for registered guest parking during the day hours and reserved for resident use overnight.

As this is a living building, changes may be made to the program as needed to accommodate the changing needs of the population and community.

Program Design:

ELEMENTS OF THE TRANSPORTATION MANAGEMENT PLAN

The TMP consists of the following elements:

1. Transportation Plan Management

- The on-site property manager is responsible for the day to day management of the transportation management plan and will serve as the Building Transportation Coordinator (BTC). The name, phone

number and email address of the building BTC shall be forwarded to the City of Kirkland (City) planning department.

- The representative for the owner, should reporting or issues arise, will be the Director of Assets for Red Vines 1.

2. Parking:

- Parking spaces reserved for residents in the garage are assigned on a first come, first serve basis.
- No more than one parking space will be assigned to a residential unit.
- If there are no spaces available, a waitlist will be created.
- There will be 1 space designated for staff parking during the day but will be assigned to resident parking after office hours.
- Provide a minimum of four (4) parking spaces for guest/care-taker. The parking spaces shall be signed for visitors. The visitor parking spaces should be monitored to limit residents from using the visitor parking spaces.
- The visitor parking spaces shall be available to visitors at all times.
- There will be 2 spaces designated as accessible parking.
- Future residents and guests will not have access to the garage.
- Residents will agree to and sign the parking policy addendum (see attached) as part of their move in package.
- All vehicles will be registered with the office and provided with an identifying parking permit.
- Vehicles must be physically and legally able to be driven and must be moved at least once in a 72 hour period. Residents may request and be granted a variance for planned vacation periods.
- Regular guests or caregivers will be afforded the opportunity to register their vehicles and issued day permits to allow parking on the site.

3. Bicycling:

- We will provide as many bicycle storage racks as possible in the parking garage at construction.
- Bicycles will be registered with management and have similar requirements as cars.
- Provide a shared campus bicycle repair station on-site complete with a stand, pump and tools necessary to maintain a bicycle.
- Explore partnering with local bike shops, non-profits and other sources to provide access to bicycles, helmets, education about bike maintenance and correct bike fittings, and secure entries to local cycling events.
- Provide bike route maps (online and paper), encourage participation in local riding groups and membership in Cascade Bicycle club.

- Include local biking event dates on our activity calendars and on our lobby information center.

4. Walking:

- Provide localized walking maps that show destinations, time, distance, etc. to grocery stores, restaurants, trails, parks and other community destinations.
- Explore availability of local walking groups, local running meet ups, sponsorships through local running stores, exercise programs for seniors at the senior center or hospital, etc.
- Explore obtaining pedometers for residents.
- Provide fitness equipment on-site, if possible, to contain a treadmill, recumbent bike and/or elliptical machine along with other strength training equipment as space permits, to encourage and support walking activities.

5. Transit:

- Employees will be trained to navigate the transit system, understand the products and resources available to our residents and encouraged to utilize the transit system.
- Provide an electronic screen available in the lobby with One Bus Away streaming so that residents may see available bus routes and schedules in real time.
- Provide residents with access to links for the Metro Trip Planner, Metro King County website and updated information as new apps are created and become available.
- Provide education regarding accessing the bus system and signing up for metro passes and reloading ORCA cards as part of the move in orientation process.
- Transit/rideshare and bus pass information will be distributed to all new residents and will be updated annually.
- Support ridesharing and encourage carpooling to common destinations beyond work such as the grocery store, mall, etc. utilizing RideshareOnline.com.
- Partner with local transportation services and agencies for support of these activities.

6. Transit Fare Support:

- We are funding support of the issuance of a \$5 ORCA card, pre-loaded with \$10 in fare support for each new resident that will be distributed at the initial transportation assessment.
- Future fare support, if available, will be income-based, transit-need

based and provided at the correct fare level for the individual resident need and interest.

Implementation Plan:

- At move in, each resident will complete a transportation survey to understand need, willingness to participate in alternative transportation options and general interest in learning more.
- From survey, management and services will provide tailored assistance to accessing available options the resident is willing and interested in participating.
- On-site management will perform daily inspections of the garage to ensure that parking occurs as prescribed by the plan and that only registered vehicles are utilizing the parking stalls.

Tracking:

- An assessment of the program efficacy will be completed by staff periodically, as needed.
- **Annual Report:** The BTC shall complete and submit a report form each year or at a time designated by the City, documenting TMP activities. The applicable form will be provided by the City or its agent.
- **Biennial Commute Survey:** The BTC will conduct biennial surveys to determine the mode of travel that the residents use to commute to work. A base commute survey shall be completed by the residents at move in. The applicable form will be provided by the City or its agent.
- Resident Satisfaction surveys are conducted annually.

Other Provisions:

1. **Modifications.** The TMP may be subject to modifications based on the progress toward the TMP goal as measured by biennial surveys. All modifications must be approved by the City of Kirkland and recorded with King County as part of the covenants, conditions, and restrictions of the project to assure its implementation. The TMP shall run for the duration of the current use of the building, and shall be binding on the heirs, successors and assignees of the parties.

2. **Recording.** This TMP shall be recorded with King County as part of the covenants, conditions and restrictions of the project to assure its implementation. The TMP shall run for the duration of the current use of the building, and shall be binding on the heirs, successors and assignees of the parties.

Memorandum to Tony Leavitt
June 16, 2016
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CITY OF KIRKLAND123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Tony Leavitt, Planner

From: Thang Nguyen, Transportation Engineer

Date: June 17, 2010

Subject: Francis Village Housing Development, BLD08-00025

This memo summarizes public works review of the parking study for the proposed redevelopment of a commercial site located at 12405 Slater Avenue NE.

Project Description

The applicant proposes to construct 61 units of mid-rise affordable apartments (8 studios, 32- one bedroom and 21- two bedrooms units) with 48 parking spaces. It is anticipated that the project will be built and fully occupied by the end of 2012. The site is currently a parking lot used by surrounding businesses.

Parking

The City of Kirkland Municipal Code allows applicants to provide parking data for affordable stacked housing to determine parking demand. The applicant conducted a parking utilization study at two similar sites to qualify their proposed parking supply for the proposed project. The proposed parking supply for the proposed project equates to a parking ratios of 0.79 space per housing unit and 0.59 space per bedroom.

The parking study shows a range of 0.64 and 0.73 parking space per unit for the studied sites. The highest demand occurred from 9:30 PM which is expected as most residents are at home at that time. Based on the study, it is anticipated that the proposed development will have adequate parking as proposed.

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Road Impact Fees

The applicant submitted their permit prior to the update of Road Impact Fee in 2007 thus, they are grandfathered into the old Road impact fee rates. The road impact fee for multi-family is \$586 per unit. The calculated road impact fee for the proposed project is \$35,746. There is no existing development on-site; therefore no road impact fee credit will be given. Final traffic fee will be determined at time of building permit issuance.

Staff Recommendations

Staff believes that the proposed project will not create significant traffic impacts that would require specific off-site traffic mitigation. Staff recommends approval of the proposed project with the following conditions:

- Pay Road Impact Fee
- Provide a minimum of 48 parking spaces for the residential use and out of those, 5 shall be designated as visitor parking.
- The visitors parking spaces shall be accessible to the public at all times.
- Install c-curb on the south side of the two-way left-turn lane to restrict left-turns at the eastern-most project driveway.
- Install no left-turn sign at the eastern-most driveway to alert westbound drivers.

Any uses other than what is reviewed in this memo proposed to occupy the proposed building may require an updated traffic concurrency test and traffic impact analysis. If you have any questions, call me at (425) 587-3869.

cc: Advantage, BLD08-00025

.010	Office Use	D.R., Chapter 142 KZC	None	10'	0'	0'	85% See Spec. Reg. 3.	30' to 160' above average building elevation. See Gen. Reg. 2 and Spec. Reg. 2.	B D	See Chapter 105 KZC.	<ol style="list-style-type: none"> 1. The minimum floor area ratio (F.A.R.) for development on the subject property is 1.0, or 100 percent of lot size. 2. Building height may be increased as follows: <ol style="list-style-type: none"> a. Buildings greater than height may exceed 30 feet above average building elevation shall provide if one of the following public improvements is provided: <ol style="list-style-type: none"> 1) Dedication and improvement of new streets pursuant to General Regulation 5; or 2) Where General Regulation 5 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92-15 and Chapter 105 KZC. development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains. b. Building height may be increased up to 160 feet above average building elevation; provided, that: <ol style="list-style-type: none"> 1) Development on the subject property complies with 2(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height, except on those parcels where road dedication is required pursuant to General Regulation 5. On these parcels, floor plates may not exceed 20,000 square feet on floors between 80 feet and 120 feet in height. Beyond 120 feet in height, floor plates may not exceed 10,000 square feet per floor. 4) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 3. Increases in lot coverage may be considered if: <ol style="list-style-type: none"> a. Land dedication on the subject property provided pursuant to General Regulation 5 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian
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.040	Attached or Stacked Dwelling Units	D.R., Chapter 142 KZC	None	10'	0'	0'	85% See Spec. Reg. 4.	30' to 160' above average building elevation. See Gen. Reg. 2 and Spec. Reg. 3.	C	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"> 1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 2. Residential development must provide a minimum density of 50 dwelling units per gross acre. 3. Building height may be increased as follows: <ol style="list-style-type: none"> a. Buildings greater than height may exceed 30 feet above average building elevation shall provide, if: <ol style="list-style-type: none"> 1) One of the following public improvements is provided: <ol style="list-style-type: none"> a) Dedication and improvement of new streets pursuant to General Regulation 5; or b) Where General Regulation 5 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval</u>the development of pedestrian-oriented elements that exceed the requirements of KZC-92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations: <ol style="list-style-type: none"> 1) Development on the subject property complies with 3(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height, except on those parcels where road dedication is required pursuant to General Regulation 5. On these parcels, floor plates may not exceed 20,000 square feet on floors between 80 feet and 120
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.040	Attached or Stacked Dwelling Units (continued)											<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>4. Increases in lot coverage may be considered if:</p> <ul style="list-style-type: none"> a. Land dedication on the subject property provided pursuant to General Regulation 5 limits area available for development on the property, and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.
.045	Residential Suites	D.R., Chapter 142 KZC	None	10'	0'	0'	85% See Spec. Reg. 3.	30' to 160' above average building elevation. See Gen. Reg. 2 and Spec. Reg. 2.	C	A	See Spec. Reg. 4.	<p>1. Residential development must provide a minimum density of 50 dwelling units per gross acre.</p> <p>2. Building height may be increased as follows:</p> <ul style="list-style-type: none"> a. Buildings greater than height may exceed 30 feet above average building elevation; if one of the following public improvements is provided shall provide: <ul style="list-style-type: none"> 1) Dedication and improvement of new streets pursuant to General Regulation 5; or 2) Where General Regulation 5 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval</u>the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations: <ul style="list-style-type: none"> 1) Development on the subject property complies with 2(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>

.070	Assisted Living Facility				85% See Spec. Reg. 3.	30' to 160' above average building elevation. See Gen. Reg. 2 and Spec. Reg. 2.	B	A	See KZC 105.25.	<p>1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.</p> <p>2. Building height may be increased as follows:</p> <p>a. Buildings greater than height may exceed 30 feet above average building elevation shall provide, if:</p> <p>1) One of the following public improvements is provided:</p> <p>a) Dedication and improvement of new streets pursuant to General Regulation 5; or</p> <p>b) Where General Regulation 5 does not apply, development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approvalthe development of pedestrian-oriented elements that exceed the requirements of KZC-92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and</p> <p>2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</p> <p>b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations:</p> <p>1) Development on the subject property complies with 2(a) above.</p> <p>2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC).</p> <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>
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(Revised 12/17)

.070	Assisted Living Facility (continued)											<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height, except on those parcels where road dedication is required pursuant to General Regulation 5. On these parcels, floor plates may not exceed 20,000 square feet on floors between 80 feet and 120 feet in height. Beyond 120 feet in height, floor plates may not exceed 10,000 square feet per floor.</p> <p>4) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties.</p> <p>3. Increases in lot coverage may be considered if:</p> <p>a. Land dedication on the subject property provided pursuant to General Regulation 5 limits area available for development on the property; and/or</p> <p>b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.</p>
.080	Convalescent Center or Nursing Home	D.R., Chapter 142 KZC	None	10'	0'	0'	85% See Spec. Reg. 2.	30' to 160' above average building elevation. See Gen. Reg. 2 and Spec. Reg. 1.	C	B	1 for each bed.	<p>1. Building height may be increased as follows:</p> <p>a. Buildings greater than height may exceed 30 feet above average building elevation, if one of the following public improvements is provided shall provide:</p> <p>1) Dedication and improvement of new streets pursuant to General Regulation 5; or</p> <p>2) Where General Regulation 5 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains.</u></p> <p>b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations:</p>

USE ZONE CHART
Section 55.15

TL 1B

.010	Office Use	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 4.	0'	0'	85% See Spec. Reg. 5.	30' to 45' above average building elevation. See Spec. Reg. 1.	C	D	<p>If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area, Otherwise 1 per 300 gross floor area.</p>	<ol style="list-style-type: none"> 1. Building height may exceed 30 feet up to 45 feet above average building elevation, if one of the following public improvements is provided: <ol style="list-style-type: none"> a. Dedication and improvement of new streets pursuant to General Regulation 4; or b. Where General Regulation 4 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains.</u> 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The assembled or manufactured goods are subordinate to and are dependent upon this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other office uses. 3. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so noise from this use is not audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. d. A veterinary office is not permitted if the subject property contains dwelling units. 4. Twenty-foot yard required where properties abut NE 132nd Street. 5. Increases in lot coverage may be considered if:
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(Revised 12/17)

USE ZONE CHART
Section 55.15

.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 1.	0'	0'	85% See Spec. Reg. 3.	30' to 160' above average building elevation. See Spec. Reg. 2.	C	D For residential: 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. For other uses see KZC 105.25.	<ol style="list-style-type: none"> 1. Twenty-foot yard required where properties abut NE 132nd Street. 2. Building height is regulated as follows: <ol style="list-style-type: none"> a. Buildings <u>greater than height may exceed</u> 30 feet above average building elevation <u>shall provide, if:</u> <ol style="list-style-type: none"> 1) One of the following public improvements <u>is provided:</u> <ol style="list-style-type: none"> a) Dedication and improvement of new streets pursuant to General Regulation 4; or b) Where General Regulation 4 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area or fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and</u> 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. b. Building height may be increased up to 160 feet above average building elevation; provided, that: <ol style="list-style-type: none"> 1) Development on the subject property complies with 2(a) above, 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. 5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones.
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USE ZONE CHART
Section 55.15

.040	Any Retail Establishment, other than those specifically listed in this zone and those prohibited by Spec. Reg. 3, selling goods and providing services including banking and other financial services	D.R., Chapter 142 KZC	See Spec. Reg. 1.					1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. The location of drive-through facilities may not compromise pedestrian movement. 3. The following uses and activities are prohibited: <ol style="list-style-type: none"> a. Vehicle and/or boat sales, repair, service or rental facilities; b. Retail establishments providing storage services unless accessory to another permitted use; c. Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses; d. Outdoor storage of bulk commodities, except in the following circumstances: <ol style="list-style-type: none"> 1) If the square footage of the storage area is less than 10 percent of the retail structure, 2) If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers. 4. Floor area for this use may not exceed 5,000 square feet. 			
.050	Attached or Stacked Dwelling Units		None	10' See Spec. Reg. 3.	0'	0'	85% See Spec. Reg. 5.	30' to 160' above average building elevation. See Spec. Reg. 4.	C	A	<p>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</p> <p>See KZC 105.20 for visitor parking requirements.</p>	<ol style="list-style-type: none"> 1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 2. Residential development must provide a minimum density of 50 dwelling units per gross acre. 3. Twenty-foot yard required where properties abut NE 132nd Street. 4. Building height is regulated as follows: <ol style="list-style-type: none"> a. Buildings greater than height may exceed 30 feet above average building elevation <u>shall provide, if:</u> <ol style="list-style-type: none"> 1) One of the following public improvements is provided: <ol style="list-style-type: none"> a) Dedication and improvement of new streets pursuant to General Regulation 4; or <u>b) Where General Regulation 4 does not apply, development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street.</u>

(Revised 12/17)

USE ZONE CHART
Section 55.15

.055	Residential Suites	D.R., Chapter 142 KZC	None	10'	0'	0'	85% See Spec. Reg. 4.	30' to 160' above average building elevation. See Spec. Reg. 3.	C	A	See Spec. Reg. 5.	<ol style="list-style-type: none"> 1. Residential development must provide a minimum density of 50 dwelling units per gross acre. 2. Twenty-foot yard required where properties abut NE 132nd Street. 3. Building height may be increased as follows: <ol style="list-style-type: none"> a. Buildings <u>greater than height may exceed</u> 30 feet above average building elevation <u>shall provide, if one of the following public improvements is provided:</u> <ol style="list-style-type: none"> 1) Dedication and improvement of new streets pursuant to General Regulation 4; or <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>
.055	Residential Suites (continued)	D.R., Chapter 142 KZC	None	10'	0'	0'	85% See Spec. Reg. 4.	30' to 160' above average building elevation. See Spec. Reg. 3.	C	A	See Spec. Reg. 5.	<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <ol style="list-style-type: none"> 2) Where General Regulation 4 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains.</u> <ol style="list-style-type: none"> b. Building height may be increased up to 160 feet above average building elevation; provided, that: <ol style="list-style-type: none"> 1) Development on the subject property complies with 3(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. 5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones.

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USE ZONE CHART
Section 55.15

.060	Church	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 4.	0'	0'	85 to 100% See Spec. Reg. 6.	30' to 45' above average building elevation. See Spec. Regs. 1 and 5.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 3.	<ol style="list-style-type: none"> 1. Building height may exceed 30 feet up to 45 feet above average building elevation, if one of the following public improvements is provided: <ol style="list-style-type: none"> a. Dedication and improvement of new streets pursuant to General Regulation 4; or b. Where General Regulation 4 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains.</u> 2. May include accessory living facilities for staff persons. 3. No parking is required for day-care or school ancillary to this use. 4. Twenty-foot yard required where properties abut NE 132nd Street. 5. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies. 6. Increases in lot coverage may be considered if: <ol style="list-style-type: none"> a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.
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USE ZONE CHART
Section 55.15

.070	School, Day-Care Center or Mini-School or Mini-Day-Care		10' See Spec. Reg. 2.		85 to 100% See Spec. Reg. 7.	30' to 45' above average building elevation. See Spec. Regs. 1 and 6.	D	See KZC 105.25. See Spec. Reg. 5.	<ol style="list-style-type: none"> 1. Building height may exceed 30 feet up to 45 feet above average building elevation, if one of the following public improvements is provided: <ol style="list-style-type: none"> a. Dedication and improvement of new streets pursuant to General Regulation 4; or b. Where General Regulation 4 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains.</u> 2. Twenty-foot yard required where properties abut NE 132nd Street. 3. A six-foot high fence is required along property lines adjacent to outside play areas. 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>
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USE ZONE CHART
Section 55.15

.070	School, Day-Care Center or Mini-School or Mini-Day-Care (continued)											<p style="text-align: center;">REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.</p> <p>6. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.</p> <p>7. Increases in lot coverage may be considered if:</p> <ul style="list-style-type: none"> a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.
.080	Assisted Living Facility	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 2.	0'	0'	85% See Spec. Reg. 4.	30' to 160' above average building elevation. See Spec. Reg. 3.	C	A	1 per assisted living unit.	<p>1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.</p> <p>2. Twenty-foot yard required where properties abut NE 132nd Street.</p> <p>3. Building height is regulated as follows:</p> <ul style="list-style-type: none"> a. Buildings greater than height may exceed 30 feet above average building elevation <u>shall provide, if:</u> <ul style="list-style-type: none"> 1) One of the following public improvements is provided: <ul style="list-style-type: none"> a) Dedication and improvement of new streets pursuant to General Regulation 4; or b) Where General Regulation 4 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and</u>

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USE ZONE CHART
Section 55.15

.090	Convalescent Center or Nursing Home	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 1.	0'	0'	80%	30' to 160' above average building elevation. See Spec. Reg. 2.	C	B	1 for each bed.	<ol style="list-style-type: none"> 1. Twenty-foot yard required where properties abut NE 132nd Street. 2. Building height is regulated as follows: <ol style="list-style-type: none"> a. Buildings <u>greater than height may exceed</u> 30 feet above average building elevation <u>shall provide, if one of the following public improvements is provided:</u> <ol style="list-style-type: none"> 1) Dedication and improvement of new streets pursuant to General Regulation 4; or 2) Where General Regulation 4 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval the development of pedestrian-oriented elements that exceed the requirements of KZC 92-15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and</u> b. Building height may be increased up to 160 feet above average building elevation; provided, that: <ol style="list-style-type: none"> 1) Development on the subject property complies with 2(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. 5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones. 6) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 3. Increases in lot coverage may be considered if:
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(Revised 12/17)

USE ZONE CHART
Section 55.15

							<p>ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains.</p> <p>2. Twenty-foot yard required where properties abut NE 132nd Street.</p> <p>3. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.</p>
.110	Government Facility or Community Facility					C	<p>1. Building height may exceed 40 feet up to 45 feet above average building elevation, if one of the following public improvements is provided:</p> <ol style="list-style-type: none"> Dedication and improvement of new streets pursuant to General Regulation 4; or Where General Regulation 4 does not apply, <u>development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. This requirement does not apply to frontage along NE 132nd Street. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains.</u> <p>2. Twenty-foot yard required where properties abut NE 132nd Street.</p> <p>3. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.</p>

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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

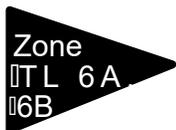
Section 55.31 – GENERAL REGULATIONS

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 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; 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. In TL 4B, development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area or fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval.
5. 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).

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 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, 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. Development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area or fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval.
5. 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).

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.
4. 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.)
5. 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.)
6. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
7. Development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area or fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500-2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating,

USE ZONE CHART
Section 55.75

public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval. Where property has frontage along the Cross Kirkland Corridor, some or all of the publicly accessible space shall be located along this frontage.

~~78.~~ Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.

Proposed Amendments to Section 110.20

110.20 Right-of-Way Designation Map Adopted

The Director is directed to produce and keep current a Rights-of-Way Designation Map, designating each improved right-of-way, including alleys, according to the following criteria. When an unimproved right-of-way is to be improved, the Public Works Director is directed to designate that right-of-way according to the following criteria based on projections for that right-of-way:

Street Designation		General Description	Average Daily Trips*
Alley		Public <u>right-of-way</u> providing service access to adjacent uses.	Less than 200
Neighborhood Access		Streets providing access to adjacent residences and to cul-de-sacs. KZC 110.22 establishes criteria for subcategories of neighborhood access streets.	Less than 1,500
Collector	Typical	Streets providing access to adjacent uses, linking neighborhoods and commercial areas together, and linking these areas to the arterial system.	Up to 10,000
	Totem Lake Access Street	Streets located in the Totem Lake Business District, providing access to adjacent uses, linking areas together and linking these areas to the arterial system. Improvements provided in these rights of way are designed to create an enhanced pedestrian-oriented streetscape that relates to ground level uses.	
Minor Arterial		Intra-community highways connecting community centers. Access to adjacent residences should not be permitted when acceptable alternate access is available.	5,000 – 25,000

Street Designation	General Description	Average Daily Trips*
Principal Arterial	Intra- and inter-community highways connecting major community centers; access to adjacent residences or single commercial sites should not be permitted when acceptable alternate access is available.	15,000 – 40,000

* “Average Daily Trips” is defined as the number of vehicles passing a given point, in either direction, during a 24-hour period, based on an average over seven (7) consecutive days.

110.40 Collector Streets

The chart below and diagrams on the next page establish the extent and nature of the improvements that must be provided in collector streets. Totem Lake Access Streets located in the Totem Lake Business District function as collector streets, but the specific improvements to be provided in these rights of way are designed to create an enhanced pedestrian-oriented streetscape that relates to ground level uses. See Plate 34A for a map of Totem Lake Access Streets. See also KZC [110.60](#) through [110.75](#) for other requirements that apply to improvements in the [right-of-way](#).

Section	Street Type	Right-of-Way	Number of Lanes	Lane Width		Bicycle Lane Width	Parking	Landscape Strip	Curb and Gutter	Sidewalks
				Center	Thru					
.10	Typical Collector	60-foot minimum Right-of-way width determined by width of required improvements, rounded up to nearest interval of 5 feet.	2	11-12 feet	Two 11-foot lanes	Two Class II 5-foot bike lanes (See Special Regulation c.)	Allowed both sides	4.5-foot width required both sides with or without sidewalk Shall include street trees 30 feet on center with grass sod or groundcover Shall be adjacent to the curb	Required both sides Must install vertical curb, gutter, and storm water collection and conveyance systems.	5-foot-wide sidewalks required on both sides of the street unless otherwise specified in the land use Comprehensive Plan , the Nonmotorized Transportation Plan, a design report for the specific street, elsewhere in this code, or as a specific

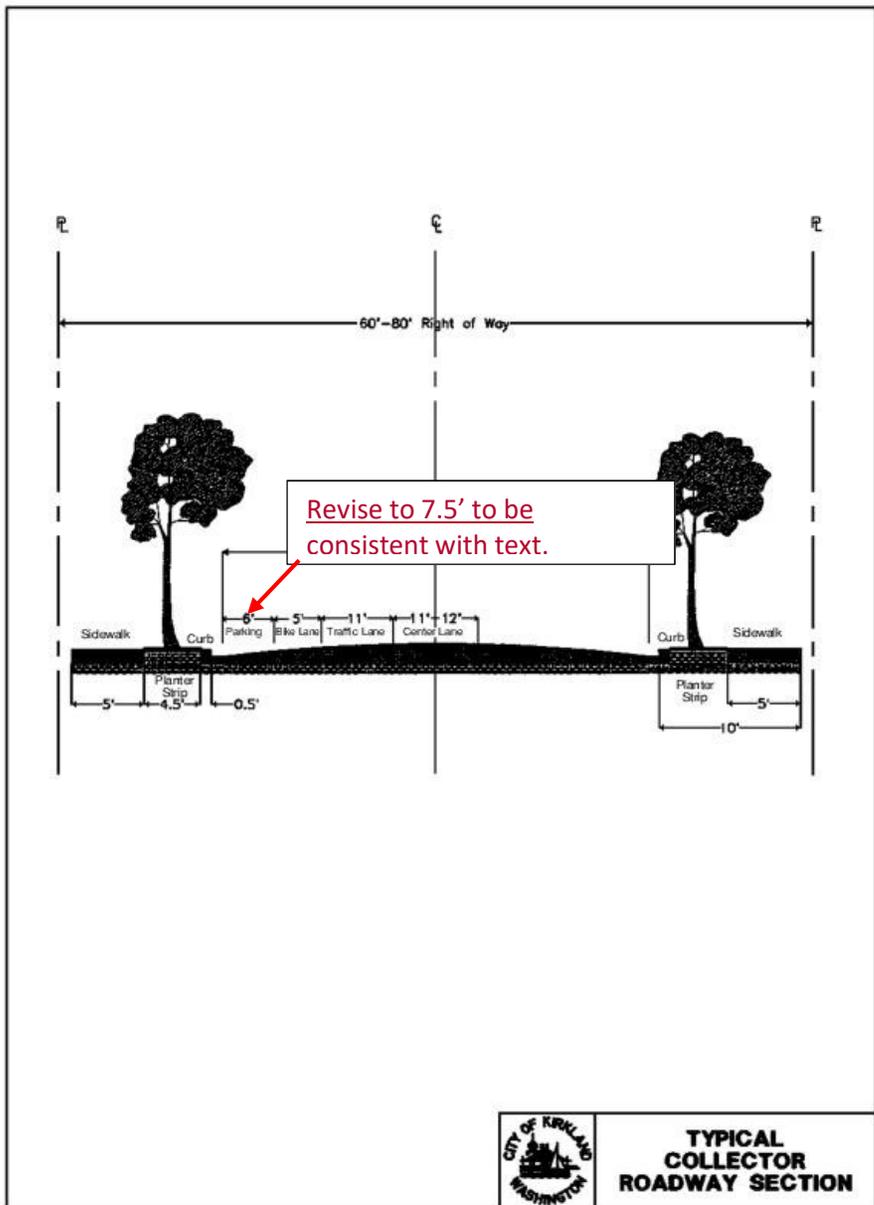
										condition of development.
<u>.20</u>	<u>Totem Lake Access Street Collector</u> <u>(Totem Lake only)</u>			<u>None.</u>	<u>Two 10-foot lanes</u>	<u>None.</u>	<u>7.5-foot width required both sides. Shall include street trees and may be designed to accommodate flexible parallel parking spaces and parklet opportunities.</u>	<u>12.5-foot width required on both sides of the street, with a minimum of the back 6-feet dedicated to sidewalk. Curb and gutter required on both sides. First 6-feet behind the curb should include street furniture (e.g. seating, bike racks and trash receptacles), and paved access to on-street parking. Range of improvements provided in this space shall also include pedestrian-scale plantings and lighting (12-14' height). Improvements may vary based on mix of uses. Space may be integrated with adjacent buildings to provide additional public space. See Totem Lake Access Street section below.</u>		

Typical Collector Street Special Regulations:

- a. The standards listed above are minimum standards; specific standards for individual streets may be outlined in a design report for the subject street.
- b. A 2-way left-turn pocket may be added and the parking eliminated.
- c. Bike lanes will be installed (constructed and striped) if identified in the City’s Active Nonmotorized Transportation Plan.
- d. Parking lane widths are 7.5 feet minimum.
- e. The Public Works Director may require or allow special amenities such as wider planter strips, meandering sidewalks, and curb and gutter bump-ins to save significant trees and other natural features.

- f. Wider planter strips may be required with any sidewalk installation, if adequate [right-of-way](#) exists. Landscape strips of at least 6.5 feet in width should be required when the vehicle travel lane is adjacent to the curb.
- g. An 8-foot sidewalk with street trees in tree grates 30 feet on-center may be required if the [Public Works Director](#) determines that a 4.5-foot planter strip cannot be accommodated.
- h. A landscape strip is not required if:
 - 1) The [average slope](#) of the ground from the [right-of-way](#) to the front yard setback line is greater than 2:1 after the structures are completed on the project; or
 - 2) The [Public Works Director](#) determines, in writing, that the frontage of the subject property is too short to provide a useful landscape strip; and it is unlikely that development on the adjacent property will increase this strip in the future.
- i. If a landscape strip or street trees in tree grates is not required, the Public Works Department will require street trees, planted 30 feet on-center 2.5 feet behind the sidewalk, where feasible.

Typical Collector Street Section



Totem Lake Access Street Special Regulations:

- a. The standards listed above are minimum standards; specific standards for individual streets may be outlined in a design report for the subject street.
- b. Bike lanes will be installed (constructed and striped) if identified in the City's Active Transportation Plan.
- c. Parking lane widths are 7.5 feet minimum.
- d. The Public Works Director may require or allow special amenities such as wider planter strips, meandering sidewalks, and curb and gutter bump-ins to save significant trees and other natural features.
- e. Mid-block crossings should include curb extension to shorten crossings and accommodate enhanced lighting

Totem Lake Access Street Section

