

ZON10-00014March 17, 2011

South Kirkland Park & Ride TOD Design Guideline Matrix

Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
<p>1. <i>Ensure high quality building and design</i></p>	<ul style="list-style-type: none"> • Building materials should exhibit permanence. • Building materials and color should be selected to integrate with each other and complement architectural design. • Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. • Emphasis should be placed on highlighting building features such as doors, windows, and eaves, and on the use of materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements • Original artwork or hand-crafted details should be considered in special areas. 	<ul style="list-style-type: none"> • Require Design Review Board approval • A Master Sign Plan is required for signs on the subject property. 	<ul style="list-style-type: none"> • Design Review Board provisions in KZC Chapter 142 • Master Sign Plan provisions in KZC Chapter 100 		

¹ Proposed guidelines may address more than one policy.

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<p>2. <i>Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.</i></p>	<p>Building Scale & Massing</p> <ul style="list-style-type: none"> • Large window areas should be avoided. Instead smaller window units should be used to achieve human scale. • Above the street level, buildings above the 2nd story should use upper story step backs to create receding building forms as building height increases to maintain human scale. A rigid stair step of “wedding cake” approach to upper story step backs is not appropriate. • Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building. • The final arrangement of building mass should be placed in context with existing and/or planned improvements, gateway features, location of plazas and open space, and orientation with the public realm. • Building facades should be well modulated to avoid blank walls and provide architectural interest. • Landscaping should be used to provide visual interest and help soften building form at appropriate locations, including upper level terraces. • To help moderate the vertical scale of buildings, buildings should 	<ul style="list-style-type: none"> • Limit size of any retail establishment to 7,50015,000 sq. ft. • Limit height to 53’ above average building elevation • Require limited types of street level uses which include retail and restaurant uses • Allow for decorative parapets and peaked roofs to extend above the height limit • <u>Create new Plate 34L which shows pedestrian connections in the YBD and future connection to Eastside Rail Corridor</u> 	<ul style="list-style-type: none"> • Various provisions in KZC Section 105.18 – Pedestrian Access <ul style="list-style-type: none"> o <u>Pedestrian access from buildings to sidewalks and transit facilities</u> o <u>Pedestrian access between uses on subject property</u> o <u>Pedestrian connections between properties</u> o <u>Pedestrian access through parking areas</u> o <u>Pedestrian access through parking garages</u> o <u>Overhead weather protection</u> • Various provisions in KZC 110.19 – Public Pedestrian Walkways • KZC 105.32 – Bicycle Parking <ul style="list-style-type: none"> o <u>Ratio of 1 bicycle space for each 12 required motor vehicle spaces. Planning official may modify this requirement based on development size and anticipated pedestrian and bicycle activity.</u> o <u>Contains requirements for bike racks or enclosed storage container locations.</u> • <u>115.142 Transit Shelters and Centers, Public.</u> 		

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	<p>incorporate design techniques which clearly define the building's top, middle, and bottom.</p> <p>Examples include using a sloped roof and strong eave lines to help define the top; using windows, balconies, and material changes to define a building's middle; and pedestrian-oriented storefronts, awnings, and use of 'earth' materials such as concrete and stone to help define the building's bottom.</p> <ul style="list-style-type: none"> • Vertical building modulation should be used to add variety avoiding monotonous design and to make large buildings appear to be an aggregation of smaller buildings. • Horizontal building modulation should be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments. <p><i>High Quality Design</i></p> <p>See Policy #1</p> <p><i>Pedestrian Features & Amenities</i></p> <ul style="list-style-type: none"> • Pedestrian walkways should be placed throughout the site to allow for efficient access between the residential, commercial, transit center uses, and adjacent streets. The walkways should be situated to 		<p><u>Public transit shelters and centers are allowed in all zones and shall not exceed 15 feet above average building elevation in low density zones. The public transit shelters and centers must not unreasonably impede pedestrian movement or create traffic safety problems. Transit route and information signs and markers may be installed. One hundred percent lot coverage is allowed. There are no specific requirements for review process, minimum lot size, minimum required yards, landscaping, or parking for this use.</u></p>		

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	<p>minimize walking distance from the public sidewalk and transit facilities to building entrances.</p> <ul style="list-style-type: none"> • Pedestrian and bicycle connections should be well-defined and safe. • Pedestrian connections should be provided to adjacent properties to allow for efficient access to the transit facilities and commercial uses. • Landscaping should be used to help define and provide visual interest along pedestrian walkways. • Convenient and safe pedestrian areas should be designed in centralized locations to accommodate transit users. • Lighting should be provided to walkways and sidewalks through building mounted light and canopy or awning mounted lights. • Low level lighting in the form of bollards or similar style of lighting should be encouraged along pedestrian pathways not adjacent to buildings. • Vehicular (car and bus) circulation should not conflict with bicycle and pedestrian circulation throughout the site. • Safe crossing locations for pedestrians should be provided. 				

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<p>3. <i>Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.</i></p>	<p>Streetscape</p> <ul style="list-style-type: none"> Street trees species should be selected and spaced to allow for visual continuity along NE 38th Place, buffer pedestrians from the street, and provide visibility of ground floor retail uses. Buildings should be oriented towards the street when located along NE 38th Place. Design elements such as multiple storefronts, pedestrian-oriented signs, exterior light fixtures, glazing, landscaping, and awnings should be utilized to add human scale and interest at the street level. Ground floor spaces along NE 38th Place should be transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals. Varied window treatments should be encouraged. Architectural detailing at window jambs, sills, and heads should be emphasized. Use of ribbon windows should be avoided. 	<ul style="list-style-type: none"> Identify NE 38th Place as a Major Pedestrian Sidewalk area 	<ul style="list-style-type: none"> 110.52 - Sidewalks and Other Public Improvements in Design Districts KZC 110.60.11 - Entry or Gateway Features in Design Districts – In Design Districts, if the Comprehensive Plan or Design Guidelines designate the subject property for an entry or gateway feature, then the applicant shall design and install an entry feature area on the subject property. The size of the entry feature area shall be at least 100 square feet, and may include landscaping, art, signage or lighting. The design shall be reviewed by the City and decided upon as part of the Design Review for the proposed development. The applicant shall provide an easement or dedication of property surrounding the entry feature. 		

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	<ul style="list-style-type: none"> • A street wall is a wall or portion of a wall of a building facing a street. Continuous street walls should incorporate vertical and horizontal modulations into the building form. • Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies, and other activities overlooking the street. • Awnings or canopies should be required on facades adjoining sidewalks. Blank walls should be avoided near sidewalks, open spaces, and pedestrian areas. • Blank walls should not be visible from the street or sidewalk. Where blank walls are unavoidable, they should be treated with landscaping, art, or other architectural treatments. <p><i>Gateway</i></p> <ul style="list-style-type: none"> • A gateway is an urban design feature that signifies a sense of place and arrival into a city or neighborhood. A gateway should be designed in the location shown in the Comprehensive Plan. • The design of the gateway should include a combination of landscaping, architectural features, and artwork which: <ul style="list-style-type: none"> ○ Establishes a landmark that reflects the TOD elements of the site 				

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	<ul style="list-style-type: none"> ○ Reinforces NE 38th Place and 108th Avenue NE as a focal point ○ Transitions between Kirkland and Bellevue and the Yarrow Bay Business District to the west 				
<p>4. <i>Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.</i></p>	<p>None Proposed</p>		<ul style="list-style-type: none"> ● Tree retention standards in KZC Section 95.30 		
<p>5. <i>Minimize the visual impacts of parking facilities from adjacent rights-of-ways.</i></p>	<ul style="list-style-type: none"> ● Parking areas should not be located between NE 38th Place and buildings. ● Access driveways to parking areas should be minimized. ● Parking lots should be designed to provide for clear vehicular and pedestrian circulation and be well organized. ● Screening and landscaping should be used to reduce the visual impact of parking lots and/or parking structures to the surrounding neighborhood. ● Intervening uses, artwork, building setbacks, and/or dense landscaping should be used to reduce the visual impact of parking structures along streets. Portions of parking structures visible from the street should be designed to complement neighboring buildings. 	<ul style="list-style-type: none"> ● Minimum 10' setback for parking structures along NE 38th Place ● Add regulation to KZC 105.58 – Location of Parking Areas Specific to Design Districts 	<ul style="list-style-type: none"> ● KZC 95.44 – Internal Parking Lot Landscaping Requirements ● KZC 95.45 – Perimeter Landscape Buffering for Driving and Parking Areas 		

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<p>6. Foster the creation of vibrant and desirable living environment through the use of high quality design, public amenities, and open space.</p>	<p>High Quality Design See Policy #1</p> <p>Public amenities and Open Space</p> <ul style="list-style-type: none"> Public open space should be provided on the subject property which can be used by the general public, residents, and transit users. Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings). The space should appear and function as public space rather than private space. Public open space should be designed in close proximity to adjacent shops and contain outdoor dining/seating areas, art, water features, and/or landscaping while still allowing enough room for pedestrian flow. A combination of lighting, access to sunlight, paving, landscaping, and seating should be used to enhance the pedestrian experience with the public open space. 	<p>None Proposed</p>	<p>None</p>		
<p>7. Promote sustainable development through support of green building practices at the Park and Ride.</p>	<p>None Proposed</p>	<ul style="list-style-type: none"> Regulations to address sustainability in development are under study. A reference to these regulations t will be addedNew regulation calls for LEED Silver Certification 	<p>None</p>		

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			or better.		