Fact Sheet

Action Sponsor and Lead Agency	City of Kirkland Planning and Building Department
Proposed Action	Legislative adoption of Comprehensive Plan, Zoning Map and Zoning Code amendments for the Houghton/Everest Neighborhood Center pursuant to Chapter 160 KZC (Process IV).
Responsible Official	 _____ Eric R. Shields, AICP Planning & Building Director
Contact Person	Angela Ruggeri, Senior Planner, City of Kirkland 425.587.3256
Required Approvals	Adoption by Kirkland City Council Approval by Houghton Community Council for amendments within its jurisdiction.
Location of Background Data	File SEP17-00740/CAM16-02742 City of Kirkland Planning and Building Department 123 Fifth Avenue Kirkland, WA 98033
Date of Issuance	December 7, 2017

SEPA Addendum to the 2015 Comprehensive Plan EIS

City of Kirkland, Washington
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033

I. Introduction

The City of Kirkland issued a Draft and Final Environmental Impact Statement (EIS) for the 2015 Comprehensive Plan Update on June 24, 2015 (Draft EIS) and November 24, 2015 (Final EIS).[1] The proposal considered in the EIS is the update of the City's Comprehensive Plan to establish a new 2015 – 2035 planning period and new housing and employment growth targets, consistent with the King County Countywide Planning Policies (CPPs).

The EIS analyzes three alternatives, each of which provides for a different distribution of growth throughout the city. In each case, future growth is projected for all of the city's designated neighborhood centers, including the Houghton/Everest Neighborhood Center. [2]

- *Alternative 1 (No Action Alternative)* provides for a continuation of currently adopted land use plans, policies and regulations. This alternative assumes redevelopment in the neighborhood centers, including the Houghton/Everest Neighborhood Center, with increases in housing at 1 – 2 stories along with one-story retail.
- *Alternative 2* assumes focused growth in the Totem Lake and Downtown centers. For the neighborhood centers, a continuation of the existing one-story retail development pattern is assumed, with little or no growth.
- *Alternative 3* evaluates the impacts of distributed growth pattern that would result in increased residential and employment growth in the neighborhood centers. It is assumed that growth in the neighborhood centers would be weighted toward mixed use, with the Houghton/Everest Neighborhood Center focused on employment growth. The EIS further states that the zoning districts in the neighborhood centers, including the Houghton/Everest Neighborhood Center, would be amended to allow for increased height and FAR limits. (2015 Comprehensive Plan Final EIS, p 2.6)

[1] The 2015 Comprehensive Plan Draft and Final EIS documents are collectively referred to as the "EIS" or "2015 Comprehensive Plan EIS" in this Addendum.

[2] Although the EIS sometimes refers to the Houghton/Everest Neighborhood Center as the "Houghton Neighborhood Center," the planning area encompassed by the EIS includes the entire Houghton/Everest Neighborhood Center, including area on both the north and south sides of NE 68th Street.

Subsequent to the adoption of the 2015 Comprehensive Plan, the City has undertaken a focused study of the Houghton/Everest Neighborhood Center and 6th Street Corridor (see adjacent study area map). The study area is slightly less than 14 acres in size and is anchored by the two main arterials of 6th Street S/108th Avenue NE and NE 68th Street. A portion of the Cross Kirkland Corridor extends along the west boundary of the study area. The study area is divided into two neighborhoods – the Everest Neighborhood north of NE 68th Street and the Central Houghton Neighborhood south of NE 68th Street.

The objectives of the proposal are to:

- Implement the vision for a pedestrian-oriented neighborhood center, consistent with adopted Comprehensive Plan guidance;
- Enhance multi-modal mobility within the Neighborhood Center;
- Provide for long-term vitality of the Neighborhood Center; and
- Utilize increases in height and density to achieve public benefits, such as affordable housing, increased open space, and improved safety and mobility for all modes of travel.

This Addendum provides additional detail on proposed amendments to the Comprehensive Plan, Zoning Map and Zoning Code resulting from Houghton/Everest Neighborhood Center and 6th Street Corridor study. The City has prepared this Addendum to the 2015 Comprehensive Plan EIS to document, at a programmatic level, the potential impacts of the more specific recommendations arising from this study.

It should be noted that this Addendum addresses 6th Street Corridor study recommendations that are directly related to potential future growth and development in the Neighborhood Center. Future city action related to other elements of the 6th Street Corridor study will be reviewed through a separate environmental review process.

II. Environmental Review

Programmatic Action. The State Environmental Policy Act (SEPA) (RCW 43.21C) requires government officials to consider the environmental consequences of actions they are about to take and seek better or less impacting ways to accomplish those proposed actions. The adoption or amendment of comprehensive plans, development regulations, or other long-range planning activities is classified by SEPA as a non-project, or programmatic, action. A non-project action is defined as an action that is broader than a single site-specific project, and involves decisions on policies, plans or programs. SEPA establishes that environmental analysis for a non-project proposal may discuss potential impacts at a

level of detail appropriate to the scope and level of planning for the proposal. This Addendum analyzes potential environmental impacts as appropriate to the general nature of this non-project proposal.

Future project-level review. Policy and regulatory actions, in general, provide a framework that guide environmental change but do not in themselves result in direct physical impacts to the environment. Policy guidance and development regulations are also intended to anticipate and avoid, reduce or minimize adverse environmental impacts, i.e., they function as mitigation measures. Potential impacts associated with legislative adoption of comprehensive plan and regulatory amendments would be indirect in nature; direct, physical impacts would result from public and private parties implementing projects pursuant to the amended plan or code. Future project-level environmental review of individual development proposals would be used to evaluate, and to mitigate where appropriate, site specific impacts.

Addendum. According to WAC 197-11-600 and 197-11-706, an addendum is an environmental document used to provide additional information or analysis that does not substantially change the analysis of significant impacts and alternatives in an existing environmental document. This Addendum provides updated information and analysis related to a more specific description of potential changes to the future zoning designations and standards in the Houghton/Everest Neighborhood Center, compared to the generalized citywide analysis prepared in the 2015 Comprehensive Plan EIS. It should be noted that this Addendum addresses 6th Street Corridor study recommendations that are directly related to potential future growth and development in the Neighborhood Center. Future city action related to other elements of the 6th Street Corridor study will be reviewed through a separate environmental review process.

The Addendum has been prepared in accordance with the procedures outlined in WAC 197-11-625. The updated information provided in this Addendum does not substantially change the environmental analysis contained in the 2015 Comprehensive Plan EIS.

III. Description of Proposal

The proposed Zoning Code and Comprehensive Plan amendments for the Houghton/Everest Neighborhood Center are summarized below and included with this Addendum in Attachments 1 (Comprehensive Plan amendments), 2 (Zoning Map amendment), and 3 (Zoning Code amendments). There are also additions made to the *Design Guidelines for Pedestrian-Oriented Business Districts (City of Kirkland 2004),* which are included as Attachment 4.

Proposed Comprehensive Plan Amendments. As noted above, the Neighborhood Center includes area within both the Everest and Houghton neighborhoods. Proposed Comprehensive Plan amendments would address building height in both the Central Houghton and Everest Neighborhood portions of the Neighborhood Center. The Everest Neighborhood Plan currently establishes a maximum building height of 35 feet for the portion of the Houghton/Everest neighborhood center in the Everest Neighborhood. The proposed amendment would revise this text to consider an increase of building height to a

maximum of five stories (approximately 55 feet), subject to meeting specific incentives, including a southbound right turn lane from 6th Street South to NE 68th Street (see Attachment 1).

The Central Houghton Neighborhood Plan amendments include a reduction in height from five stories to three stories. Higher density residential uses are allowed on the west side of 106th Avenue NE and south of NE 68th Street (see Attachment 1).

Proposed Zoning Reclassification. Existing zoning classifications are shown on the adjacent map. Under the proposal, the existing Community Business (BC) zone and a portion of the RM 3.6 zone south of NE 68th St would be designated with a new Houghton Everest Neighborhood Center (HENC) zoning classification. The existing BC zoning has a 30' height limit, which may be increased to 35' in the new HENC 1 zone if certain criteria is met. A portion of the RM 3.6 zone will have the density limit removed under the new HENC 2 zoning.

2035 Growth Estimates. An estimate of 2035 growth assumptions associated with the proposed zoning reclassification is compared to adopted Comprehensive Plan assumptions in the chart below. As shown, compared to the Comprehensive Plan, the proposal would result in an additional 214 residential dwelling units and comparable levels of retail/office growth. The Comprehensive Plan allows for up to five stories to be considered in the Everest portion of the Neighborhood Center. This will not be written into the Zoning Code. Instead, the Plan language indicates that the Council will consider any future proposal, submitted by property owners, allowing up to two additional stories. This addendum analyzes the potential 3 story (35 foot option), which may be allowed in the Zoning Code. Additional SEPA analysis would be necessary if a five story proposal is considered by the City Council.

Houghton Everest Neighborhood Center 2035 Growth Estimates

	Residential (units)	Retail (square feet)	Office (square feet)
Comprehensive Plan	360	113,480	122,476
Proposal	574	113,480	122,476

Source: City of Kirkland

Proposed HENC Zone Standards. Proposed uses, development standards, incentives to achieve increased height, and other requirements are summarized below and shown in Attachment 3.

- *Primary Uses* are a *r*ange of neighborhood serving retail uses, office, attached or stacked dwelling units, mixed residential, retail, or office development
- *Development Standards* such as lot size, required yards, lot coverage and parking are based on requirements for other high density residential and commercial zones in the City.
- *Special Regulations* include height incentives and design guidelines to be used by the Design Review Board in its review of proposed projects.

Proposed Transportation System Improvements. The Neighborhood Center study was integrated with a transportation study of the 6th Street Corridor that included consideration of potential future increased development intensity in the Neighborhood Center and solutions for safety and multi-modal mobility. Proposed transportation system improvements are mentioned in the Comprehensive Plan for both neighborhoods.

IV. Assessment of Environmental Issues

The elements of the environment addressed in the 2015 Comprehensive Plan EIS include land use, plans and policies, housing, employment and economic development, natural environment, transportation, public services, and utilities and capital facilities. Each of these topics is discussed below.

Land Use. As described in the 2015 Comprehensive Plan EIS, future increased development will:

> *…result in demolition of existing buildings, potential displacement of existing housing and employment, and increasing urbanization, especially in the identified centers. Increased urban development will result in greater economic and pedestrian activity, particularly in centers. The increased activity will likely increase demand for transit use (2015 Comprehensive Plan Draft EIS, p. 3-19).*

With respect to the increased levels of employment growth assumed for neighborhood centers under Alternative 3, the EIS states:

> *The increased employment growth in the neighborhood centers and LIT areas may result in compatibility impacts on adjacent residential neighborhoods if not mitigated through design standards. However, the increased employment growth in these areas may allow for better housing and employment integration to reduce commute distances and increase transit use. (2015 Comprehensive Plan Draft EIS, p. 3-23)*

The EIS also recommends refined design guidelines to address the increased scale and intensity of development resulting from increased floor area, building heights and development intensity. As described in the Description of the Proposal, above, review of future development under the *Design Guidelines for Pedestrian-Oriented Business Districts (City of Kirkland, 2004)* is recommended as part of the proposal. Some additional guidelines written specifically for the Houghton/Everest Business District are also proposed to be added (see Attachment 4).

The land use analysis contained in the 2015 Comprehensive Plan EIS adequately addresses potential impacts for this programmatic proposal; and no significant land use impacts are anticipated.

Plans and Policies. The EIS considered consistency with the WA Growth Management Act, Puget Sound Regional Council Vision 2040, King County Countywide Planning Policies, and City of Kirkland Comprehensive Plan Guiding Principles, and concluded that the proposed Comprehensive Plan update was consistent with applicable policies.

For the current proposal, additional specific policy guidance is available in the neighborhood plan elements for the Everest and Central Houghton neighborhoods. Applicable policies include:

Everest Neighborhood Plan

The Houghton/Everest Neighborhood Center to be contained within its present boundaries. A plan for future development in the commercial area should be coordinated with the Central Houghton Neighborhood.

The narrative for this policy is amended as shown in Attachment 1. The Houghton/Everest Neighborhood Center boundaries were adjusted in both neighborhoods, but the overall size of the center has not been increased. The plan for the commercial area was coordinated with the Central Houghton Neighborhood as described below.

Central Houghton Neighborhood Plan

Proposed additions are underlined and deleted portions are crossed out below.

Policy CH-5.1: *Coordinate with the Everest Neighborhood to develop a plan for the Houghton/Everest Neighborhood Center, which overlays properties along the NE 68th Street corridor in both the Everest and Central Houghton neighborhoods.*

Policy CH-5.2: *Encourage a mix of uses within the Houghton/Everest Neighborhood Center that includes commercial development such as neighborhood- oriented shops, services, and offices, as well as multifamily residential uses.*

Policy CH-5.3: *Implement transportation improvements* ***including those in the 6th Street Corridor Transportation Study*** *that support the existing and planned land uses in the Neighborhood Center and adjoining neighborhoods.*

Policy CH-5.4: ~~*Expand the area designed for higher intensity use to*~~ ***Allow higher residential density on*** *properties* ***on the*** *west* ***side of 106th Avenue NE*** ~~*of Houghton Center*~~ *and south of NE 68th Street.*

Goal CH-6: *Promote high quality design by establishing building, site, and pedestrian design standards that apply to commercial and multifamily development in the Houghton/Everest Neighborhood Center.*

Policy CH-6.1: *Establish design guidelines and regulations that apply to all new, expanded, or remodeled commercial, multifamily, or mixed use buildings in the Houghton/Everest Neighborhood Center.*

Goal CH-7: *Support the transition of the Houghton Center into a pedestrian-oriented mixed use development* ***with access to transit, that includes****,* ~~*including*~~ *retail, with office or residential and other compatible uses* ***that primarily serve the adjacent neighborhoods.***

Policy CH-7.1: *Promote a pedestrian-oriented development concept through standards for coordinated master plan for Houghton Center including retail; with office and/or residential and other compatible uses.*

Policy CH-7.2: *Reduce ingress and egress conflicts within and around Houghton Center through creation of a circulation system for vehicles and pedestrians as part of a master plan for development of the property.*

Policy CH-7.3: *Allow building heights ~~to step~~ up to ~~five~~* ***three*** *stories* ***if certain retail uses that primarily serve the neighborhood are provided.*** *Careful attention ~~is~~* ***should be*** *given* ***through the Design Review process to pedestrian orientation****, building modulation, upper story stepbacks, and use of materials to reduce the appearance of bulk and mass.*

Policy CH-7.4: *Provide gathering spaces and relaxation areas within Houghton Center.*

As described below, the proposal is consistent with Comprehensive Plan guidance. The changes that have been made came out of the extensive study done of the area and findings of the 6th Street Corridor Transportation study.

- Policy Summary: *Coordinate planning with Everest and Houghton neighborhoods.*
  Staff Analysis: Consistent with the policy guidance listed above, planning for the Neighborhood Center was conducted in coordination with the Everest and Central Houghton neighborhoods. Community engagement activities included a public opinion survey that reached 750 participants, presentations at neighborhood association meetings, a public workshop attended by approximately 80 persons, joint Houghton Community Council/Planning Commission meetings, informal public open houses prior to the joint HCC/PC meetings, notification of events through a project website, e-list announcements, Kirkland Next Door blog, posters at various locations throughout the city; and public notice boards at five locations in and near the Neighborhood Center.
- Policy Summary: *Include a transportation corridor study for 6th St S.*
  Staff Analysis: The Neighborhood Center study was also integrated with a transportation study of the 6th Street Corridor that included consideration of potential future increased development intensity in the Neighborhood Center and solutions for safety and multi-modal mobility.
- Policy Summary: *Provide for a mix of uses and pay careful attention to building height.*
  Staff Analysis: The proposal would support mixed use development and maximum building heights of 30 feet, unless specific design measures and public benefits are provided. With these additional measures, building heights up to a maximum of three stories, or approximately 35 feet would be allowed. As noted in the proposal, a comprehensive plan amendment is proposed for the Everest Neighborhood Plan element to allow building heights to reach five stories, subject to conditions.
- Policy Summary: *Provide for high quality design and design guidelines.*
  Staff Analysis: The proposal would include implementation of design review through pedestrian-oriented design guidelines, including measures to reduce appearance of height and bulk, such as building modulation and upper-level stepbacks and measures to enhance the pedestrian character along the Cross-Kirkland Corridor.
- Policy Summary: *Promote pedestrian-oriented character*.

Staff Analysis: As described previously, the proposal includes design guidelines and other incentives to promote pedestrian-oriented development and infrastructure improvements. Infill development would increase the potential for consolidated driveways and increased pedestrian safety and mobility.

The plans and policies analysis in the 2015 Comprehensive Plan EIS, combined with the additional more specific policies cited above, adequately assesses consistency with plans and policies for this programmatic proposal; no significant impacts to plans and policy consistency are anticipated.

Population and Housing. The 2015 Comprehensive Plan EIS states that, in general, the alternatives would result in varying levels of growth in the neighborhood centers and, depending on the alternative, changes in land use designations or zoning classifications would create increased development capacity in targeted areas of the city and could attract growth to these areas from elsewhere in the city. EIS Alternative 3, which would distribute comparatively more growth to the neighborhood centers, assumes that increased growth in the Houghton/Everest Neighborhood Center would focus on residential and mixed-use developments. Total residential growth assigned to the neighborhood centers ranges between 192 and 2089 new residential units.[3]

Potential residential growth under the proposal is within the range of cumulative neighborhood center residential growth considered in the 2015 Comprehensive Plan EIS. The population and housing analysis conducted in the 2015 Comprehensive Plan EIS adequately addresses potential impacts for this programmatic proposal; and no significant population and housing impacts are anticipated.

An increase in population or jobs is not itself an adverse impact, provided that adequate infrastructure and services are available to support planned growth. Subsequent sections of this Addendum conclude that the additional development would not result in new or different impacts to transportation, public services or utilities than were already anticipated.

Employment and Economic Development. The 2015 Comprehensive Plan EIS states that future growth in the neighborhood centers is likely to consist of moderate-intensity, mixed-use development that would include a mix of commercial, office, and residential uses. New jobs in the neighborhood centers would likely consist mostly of retail and services, as well as small-scale office. It also notes that job growth in neighborhood centers near the Cross Kirkland Corridor could increase walking and bicycling to work. EIS Alternative 3 included amendments to the Houghton/Everest Neighborhood Center to increase building height and floor area ratio limits to provide capacity for future employment growth.

Potential employment growth anticipated under the proposal is consistent with current Comprehensive Plan assumptions and within the range of assumptions considered in the 2015 Comprehensive Plan EIS. The employment and economic analysis conducted in the 2015 Comprehensive Plan EIS adequately addresses potential impacts for this programmatic proposal; and no significant employment and economic development impacts are anticipated.

[3] Estimate based on a citywide residential growth target of 8,361 new housing units between 2015 and 2035 and assigned residential growth to the city's neighborhood centers of 16.5% under Alternative 1, 2.3% under Alternative 2 and 25.1% under Alternative 3. (2015 Comprehensive Plan EIS)

An increase in population or jobs is not itself an adverse impact, provided that adequate infrastructure and services are available to support planned growth. Subsequent sections of this Addendum conclude that the additional development would not result in new or different impacts to transportation, public services or utilities than were already anticipated.

Natural Environment. In general, the 2015 Comprehensive Plan EIS concludes that focusing growth within established centers, such as the neighborhood centers, would help to minimize potential increases in impervious surfaces and related storm-water impacts, as well as decrease the potential for habitat fragmentation and loss of vegetation.

The natural environment analysis conducted in the 2015 Comprehensive Plan EIS adequately addresses potential impacts for this programmatic proposal; and no significant impacts to the natural environment are anticipated.

Transportation. The 2015 Comprehensive Plan EIS transportation analysis concludes that none of the alternatives considered in the EIS would lead to a significant impact under the city's system completeness LOS standard.

As described above, an analysis of the 6th Street Corridor was integrated with the Houghton/Everest Neighborhood Center study. This analysis provided a more detailed evaluation of potential transportation impacts associated with the proposal. Major findings of this more specific analysis as it relates to the Neighborhood Center are included in Attachment 5 and summarized as follows:

- *Trip generation.* Based on estimated development generated by the proposal, 2035 PM peak hour trips are projected to increase by 9% and daily trips by 11%, compared to 2035 trip generation under the Comprehensive Plan.
- *NE 68th St/108th Ave NE operations.* Existing level of service at this intersection is LOS E, projected to decrease to LOS F in 2035 under Comprehensive Plan projected growth. Based on estimated development generated by the proposal, level of service would remain at LOS F, but average overall delay would increase. A proposed additional southbound right-turn lane at this intersection would reduce delay to less than that anticipated under the Comprehensive Plan, although the level of service would remain at LOS F.
- *NE 68th St corridor*. Infill and redevelopment of properties in the Houghton/Everest Neighborhood Center would provide an opportunity to consolidate access points and reduce conflicting movements in the NE 68th Street Corridor. As redevelopment occurs, driveways and crosswalks would be consolidated.

The transportation analysis in the 2015 Comprehensive Plan EIS, combined with the additional more specific analysis cited above, adequately assess potential transportation impacts associated with this programmatic proposal; no significant impacts to transportation are anticipated.

Public Services. The 2015 Comprehensive Plan EIS reviews police, fire, parks and recreation, and public school services. For all of these services, the EIS concludes that projected growth in Kirkland would result in an increased demand for services. Adopted levels of service, such as those established in the Comprehensive Plan; specific functional plans, such as the Parks PROS Plan; regulatory requirements,

such as park and school impact fees; and capital facilities planning by the city and the school district, are all identified as measures to mitigate potential future impacts.

The public services analysis conducted in the 2015 Comprehensive Plan EIS adequately addresses potential impacts for this programmatic proposal. In addition, it should be noted that the scale of anticipated growth as a result of the proposal is relatively small when considered in a citywide basis and is unlikely to significantly impact overall demand for services that are provided on a citywide or regional basis. No significant impacts to the public services are anticipated.

Utilities and Capital Facilities. The 2016 Comprehensive Plan EIS reviews demand for water, wastewater, storm-water, power and natural gas, and telecommunications services. For all of these services, the EIS concludes that projected growth in Kirkland would result in an increased demand for services. In general, the capacity of utilities serving the Houghton/Everest Neighborhood Center study area is sufficient to serve projected growth. With respect to wastewater, the City's 2008 Sewer Plan assumes full build-out by 2022 and has capacity to provide service based on these growth assumptions. The EIS states that if there is additional growth beyond 2022 buildout assumptions, additional sewer infrastructure would be necessary to serve the additional population.

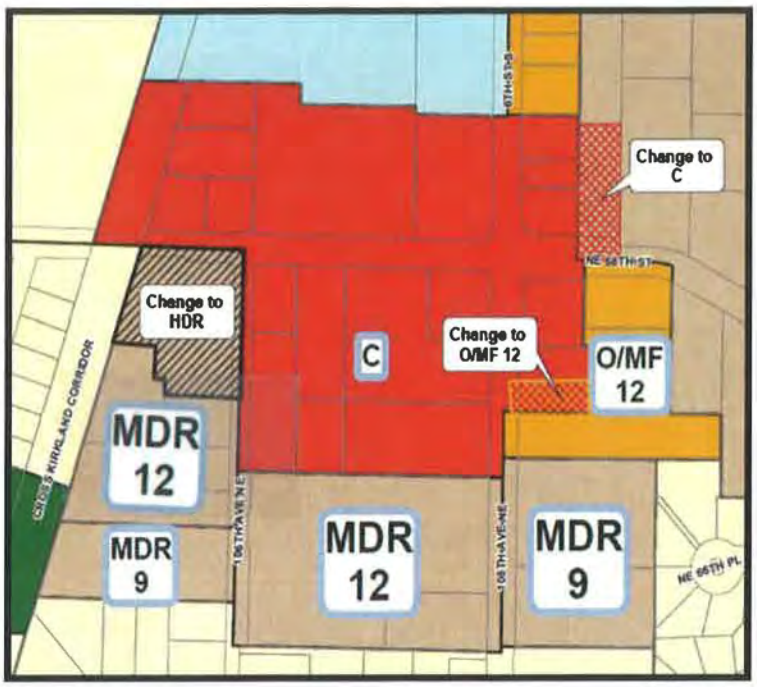
The utilities and capital facilities analysis conducted in the 2015 Comprehensive Plan EIS adequately addresses potential impacts for this programmatic proposal. In addition, it should be noted that the scale of anticipated growth as a result of the proposal is relatively small when considered in a citywide or regional basis and is unlikely to significantly impact overall demand for citywide or regional utility services. No significant impacts to the utilities and capital facilities are anticipated.

V. Conclusion

Following issuance of the 2015 Comprehensive Plan Update SEPA EIS, the City of Kirkland developed more detailed information relating to proposed Comprehensive Plan, Zoning Map and Zoning Code amendments. This more detailed description and potential impacts to elements of the environment analyzed in the 2015 Comprehensive Plan Update EIS associated with the proposal are evaluated in this Addendum. The result of this review indicates that no new probable significant adverse impacts are identified as a result of the additional detail.

Attachments

1. Recommended Comprehensive Plan amendments
2. Recommended Zoning Map amendment
3. Recommended Zoning Code amendments
4. Recommended additions to the Design Guidelines for Pedestrian-Oriented Business Districts
5. Transpo Group memorandum from Jeanne Acutanza dated March 17, 2017.



Changes to Figure LU-1
Comprehensive Land Use Map

Table LU-2

Residential Densities and Comparable Zones

General Residential Densities	Residential Densities as Specified in Comprehensive Plan in Dwelling Units per Net Acre (d/a)	Comparable Zoning Classification
GREENBELT/URBAN SEPARATOR	Up to 1 d/a	RSA – 1
LOW DENSITY	Up to 1 d/a	RS – 35,000, RSX – 35,000
	Up to 3 d/a	RS – 12,500, RSX – 12,500
	4 – 5 d/a	RS – 8,500, RSX – 8,500, RS – 7,200, RSX – 7,200, RSA – 4
	6 d/a	RS – 7,200, RSX – 7,200, RSA – 6
	7 d/a	RS – 6,300
	8 – 9 d/a	RS – 5,000, RSX – 5,000, RSA – 8
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000, RMA – 5,000
	10 – 14 d/a	RM – 3,600, RMA – 3,600
HIGH DENSITY	15 – 18 d/a	RM – 2,400, RMA – 2,400, BNA
	19 – 24 d/a	RM – 1,800, RMA – 1,800, BNA
	48 d/a	BN, MSC 2
	More than 48 d/a	**HENC 2**

1. OVERVIEW

The Central Houghton Neighborhood is bounded by the Cross Kirkland Corridor and the Lakeview Neighborhood on the west; Interstate 405 right-of-way on the east; and NE 68th Street on the north. The southern boundary is the Kirkland City limit (see Figure CH-1, Central Houghton Land Use Map). 108th Avenue NE provides the main north-south vehicular, bicycle and pedestrian connection through the neighborhood, while NE 68th Street provides an east-west connection.

Central Houghton is predominately a single-family neighborhood. Other land uses within the neighborhood consist of medium **and high** density residential, offices, neighborhood-oriented businesses and a variety of schools, including Northwest University.

The ~~business district~~ **Neighborhood Center**, located along NE 68th Street, is the neighborhood's only commercial area. The undeveloped 73-acre Watershed Park takes up a large area in the southeastern corner of the neighborhood. Carillon Woods Neighborhood Park is in the central part of the neighborhood and Phyllis A. Needy Neighborhood Park provides a smaller neighborhood park adjacent to 108th Avenue NE.

2. VISION STATEMENT

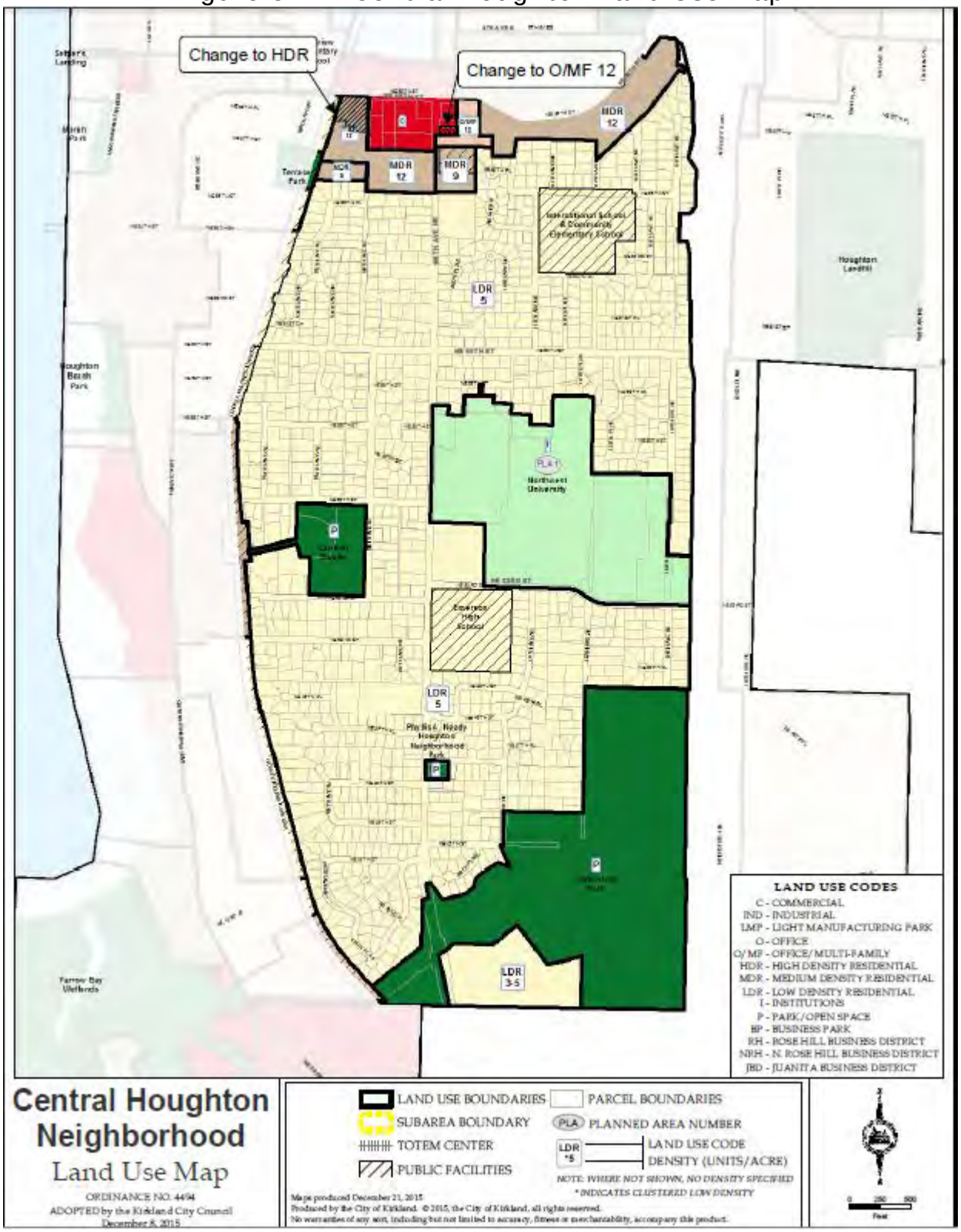
The vision statement is a verbal description of the character and qualities of the Central Houghton Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

The Central Houghton Neighborhood has a rich and unique history. The area's political history as part of a separate city until 1968 fostered a deep community identity, establishing a tradition in which residents seek opportunities for involvement and stewardship in the neighborhood's future.

The neighborhood's predominantly low density residential character has been maintained, while the changing and varied needs of the population are accommodated through a diverse housing stock. Greater housing choices, as well as efforts to preserve affordability in housing, help to expand housing opportunities for all residents within the neighborhood.

Central Houghton is a friendly, accessible neighborhood, with safe and inviting pedestrian and bicycle routes. Healthy and active living is promoted through attractive streets and trails. Traffic on the neighborhood's major streets, 108th Avenue NE and NE 68th Street, is managed well, with improvements designed to be compatible with surrounding development. The Cross Kirkland Corridor provides pedestrian and bicycle connections linking the corridor to parks and other neighborhood gathering places.

Figure CH-1: Central Houghton Land Use Map



Local citizens value the variety of opportunities to meet in shops and restaurants within the Houghton/Everest ~~Business District~~ **Neighborhood Center**, as well as in casual locations in the neighborhood's parks and natural areas. The Houghton/Everest ~~Business District~~ **Neighborhood Center** has evolved into a thriving, pedestrian-oriented mixed use center, with businesses available to meet the retail and service needs of the community. Appropriate streetscapes, site layouts and building designs provide an attractive and coordinated appearance within the ~~district~~ **Center**. Careful attention to the placement and design of vehicle and pedestrian access from commercial areas to surrounding streets contributes to an efficient street network, and avoids conflicts with nearby low density areas.

Several schools and the Northwest University campus add to the Central Houghton community by providing neighborhood residents with a connection to the schools' students, parents, and facilities, as well as with residents of other Kirkland neighborhoods and the larger community. These campuses are valued and supported, not only for their role in providing educational opportunities and fostering community relationships, but for the additional open space they provide and share with the neighborhood.

The Central Houghton Neighborhood provides many beautiful open space experiences including the views, tree canopy and neighborhood parks. The residents cherish and preserve the territorial views, including the expansive views of Lake Washington, Seattle and the Olympic Mountains, the slopes, and the natural watershed areas that contribute to the neighborhood's distinctive character. The tree canopy in the neighborhood has been managed and enhanced, and adds to the neighborhood's peaceful setting. The neighborhood's parks meet the needs of the neighborhood's residents. Phyllis A. Needy Park provides a place for active play for the neighborhood's youngest residents, while Carillon Woods meets the neighborhood's recreational needs with a play area and both paved and natural trails. Opportunities for residents to quietly observe and enjoy wildlife habitat and open space exist at Carillon Woods and at the south end of the neighborhood, in the Watershed Natural Area.

Central Houghton residents take great pleasure and pride in calling this beautiful neighborhood their home.

5. LAND USE

Residential land uses occupy the majority of the Central Houghton neighborhood. Schools, including the expansive campus of Northwest University, are dispersed throughout the low-density residential core, while two large park and open space areas, Carillon Woods and the Watershed Natural Area, are located in the central and southern portions of the neighborhood. Multifamily apartments and condominiums are clustered along the northern edge of Central Houghton, where they adjoin the neighborhood's only commercial area, the Houghton/Everest Neighborhood Center.

RESIDENTIAL

Goal CH-3: Promote and retain the residential character of the neighborhood while accommodating compatible infill development and redevelopment.

Policy CH-3.1: Retain the predominately detached single-family housing style in the Central Houghton neighborhood.

Central Houghton is a well established neighborhood that has predominately low density (five to six dwelling units per acre) traditional single-family residential development. The land use transitions from low density residential to medium **and high** density multifamily and commercial development in the northern portion of the neighborhood near NE 68th Street. A mix of housing styles and sizes is important to the neighborhood's character.

Goal CH-4: Allow alternative residential development options that are compatible with surrounding development.

Policy CH-4.1: Allow a variety of development styles that provide housing choice in low density areas.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households and an aging population. Allowing design innovations can help lower land and development costs and improve affordability. Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Alternative housing types such as cottage, compact single-family, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition.

Policy CH-4.2: Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the normal minimum lot size allowed in the zone if the size of houses on the small lots is limited. This encourages diversity, maintains neighborhood character, and provides more housing choice. Up to 50 percent of the single-family lots in a subdivision should be allowed to be smaller than the zoning designation allows if a small house is retained or built on the small lots. The lots containing the small houses should be no less than 5,000 square feet in the RS 7.2 zones and no less than 6,000 square feet in the RS 8.5 zones. The size of the houses on the small lots would be limited by a maximum floor area ratio and all other zoning regulations would apply.

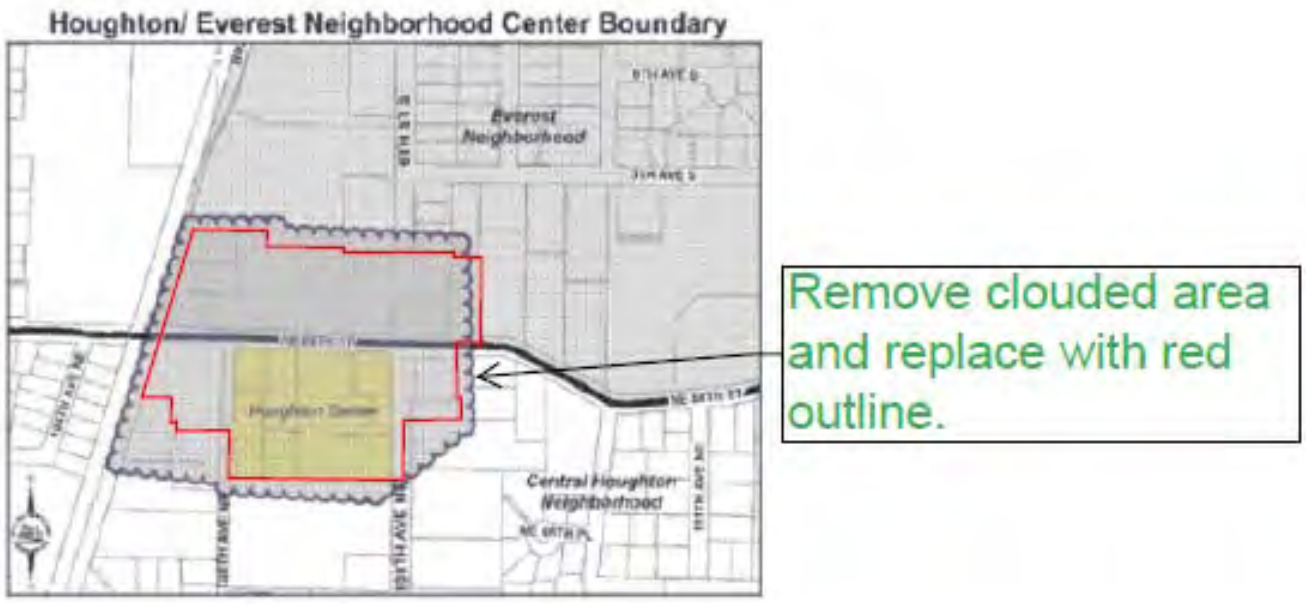
Policy CH-4.3: The residential land south of NE 68th Street and surrounding the Houghton/Everest Neighborhood Center area is suitable for <u>medium to high</u> residential densities (see MDR, <u>HDR</u> and O/MF land use designations on Figure CH-1).

The area south of NE 68th Street and surrounding the Houghton/Everest Center is appropriate for medium **<u>to high</u>** densities because of topographic features and surrounding neighborhood conditions. This area provides a good transition between the low density residential uses to the south, and the commercial shopping area to the north.

COMMERCIAL

Houghton/Everest Neighborhood Center

The Houghton/Everest Neighborhood Center is defined as a "Neighborhood Center" commercial area in the Land Use Element of the Comprehensive Plan. It includes properties on the north and south sides of NE 68th Street in both the Central Houghton and Everest Neighborhoods.



Goal CH-5: Promote a strong and vibrant Neighborhood Center with a mix of commercial and residential uses <u>that primarily serve the adjacent neighborhoods.</u>

Policy CH-5.1: Coordinate with the Everest Neighborhood to develop a plan for the Houghton/Everest Neighborhood Center, which overlays properties along the NE 68th Street corridor in both the Everest and Central Houghton neighborhoods (see inset).

This plan should promote a coordinated strategy for the Neighborhood Center while minimizing adverse impacts on surrounding residential areas. ~~The existing land use map designations will be used until the land use, zoning and development regulations for the entire Neighborhood Center are re-examined.~~

Policy CH-5.2: Encourage a mix of uses within the Houghton/Everest Neighborhood Center that includes commercial development such as neighborhood-oriented shops, services, and offices, as well as multifamily residential use.

A variety of uses, including retail, office and residential, should be combined in order to contribute to a vibrant mixed use Neighborhood Center.

Policy CH-5.3: Implement transportation improvements <u>including those in the 6th Street Corridor Transportation Study</u> that support the existing and planned land uses in the Neighborhood Center and adjoining neighborhoods.

A review of transportation impacts should be done for all new development in the Neighborhood Center. <u>This review should also include determination of the best location for a new east/west connection between 106th Avenue NE and 108th Avenue NE.</u> ~~with~~ Transportation system improvements should be designed to encourage traffic to use existing arterials and to include traffic calming devices on neighborhood streets. Alternate modes of transportation should also be encouraged.

Policy CH-5.4: ~~Expand the area designated for higher intensity use to~~ <u>Allow higher residential density on properties on the</u> west <u>side of 106th Avenue NE</u> ~~of Houghton Center~~ and south of NE 68th Street.

Land located west of the Houghton Center shopping area, directly east of the Cross Kirkland Corridor, has the potential to provide higher density residential use within walking distance of retail and business services. The Cross Kirkland Corridor provides a wide buffer between this area and the low density residential area to the west. **<u>A connection to the Cross Kirkland Corridor should be provided from 106th Street through this area.</u>**

Goal CH-6: Promote high quality design by establishing building, site, and pedestrian design standards that apply to commercial and multifamily development in the Houghton/Everest Neighborhood Center.

Policy CH-6.1: Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily or mixed use buildings in the Houghton/Everest Neighborhood Center.

These design guidelines and regulations should support appropriate building scale and massing, produce buildings that exhibit high quality design with a sense of permanence, and incorporate site design which includes pedestrian features and amenities that contribute to the livability of the surrounding area. They should also strengthen the visual identity of the neighborhood center by addressing streetscape improvements and public views to the lake along NE 68th Street.

Houghton Center: The shopping center development located at the southwest corner of NE 68th Street and 108th Avenue NE (shown in yellow on the map) is known as the "Houghton Center." This large strip retail development sits on several parcels occupying approximately five acres. Redevelopment to a more cohesive, pedestrian-oriented concept may be feasible since a single owner controls the bulk of the site. In addition to its potential to serve the community through expanded neighborhood commercial uses, Houghton Center can contribute to the livability and vitality of the neighborhood by providing residents and visitors with a welcoming place to shop, congregate and relax.

Goal CH-7: Support the transition of the Houghton Center into a pedestrian-oriented mixed use development with access to transit, that includes ~~including~~ retail, with office or residential and other compatible uses that primarily serve the adjacent neighborhoods.

Policy CH-7.1: Promote a pedestrian-oriented development concept through standards for a coordinated master plan for Houghton Center including retail, with office and/or residential and other compatible uses.

A master plan for the Houghton Center should provide for a complementary arrangement of facilities, pedestrian amenities, open spaces, and linkages, as well as shared parking that meets the needs of Houghton Center and a coordinated sign system.

Policy CH-7.2: Reduce ingress and egress conflicts within and around Houghton Center through creation of a circulation system for vehicles and pedestrians as part of a master plan for development of the property.

The circulation system for both pedestrians and vehicles should provide the minimum amount of ingress and egress locations necessary for an effective circulation system into and through Houghton Center.

Policy CH-7.3: Allow building heights ~~to step~~ up to ~~five~~ three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention ~~is~~ should be given through the Design Review process to pedestrian orientation, building modulation, upper story stepbacks, and use of materials to reduce the appearance of bulk and mass.

Specific design guidelines should be developed to ensure that modulation is used to break down scale and massing of buildings into smaller and varied volumes, and to provide upper story stepbacks from the sidewalks to improve the pedestrian experience and maintain human scale.

6. TRANSPORTATION

The circulation patterns in the Central Houghton Neighborhood are well established. 108th Avenue NE, a designated minor arterial, provides the primary north-south route through the Central Houghton Neighborhood. It also provides local access for a substantial number of residences, schools and businesses (see Figures CH-5 and CH-6).

NE 68th Street which forms the northern boundary of the neighborhood is also a minor arterial. NE 52nd Street is designated a collector street providing an east-west connection between 108th Avenue NE and Lake Washington Boulevard. NE 53rd Street between 108th Avenue NE and 114th Avenue NE is also a collector street. All other streets within the neighborhood are classified as neighborhood access streets. They provide access to adjacent residences and connect to the collectors and minor arterials.

Nonmotorized transportation is addressed in the City's Active Transportation Plan and implemented through the Capital Improvement Program or through private development. The design of these improvements should enhance neighborhood access while fitting into the unique areas they traverse.

Goal CH-11: Maintain mobility along 108th Avenue NE as a major vehicle, transit, pedestrian and bicycle corridor through the neighborhood.

Policy CH-11.1: ~~Retain~~ The existing three-lane configuration for 108th Avenue NE, should be monitored to determine appropriate measures to mitigate transportation impacts.

Traffic on 108th Avenue NE is often heavy, particularly during morning and evening commute periods. Congestion restricts local access to and from 108th Avenue NE and creates conflicts for bicyclists, **transit riders,** adjacent residents, and pedestrians, including children arriving at and leaving the schools. Future traffic levels should be monitored and appropriate measures should be considered to mitigate impacts.

Policy CH-11.2: Enhance attractiveness and accessibility of 108th Avenue NE for all modes of transportation.

A master plan for 108th Avenue NE should be established through a public process. The plan should consider installation of streetscape amenities such as pedestrian lighting, street furniture, and low level landscaping to enhance the pedestrian experience and the continuation, widening and signing of bicycle lanes.

Policy CH-11.3: Implementation of street improvements should occur through both the City's Capital Improvement Program process and through site-specific private development.

The means to implement improvements should be determined on a comprehensive area-wide basis and, to the extent possible, on an incremental basis by encouraging or requiring the incorporation of improvements into private developments.

Policy CH-11.4: Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.

The City should support and encourage the following measures:

1. Alternatives to single-occupancy vehicles for commuting purposes, such as public transportation, **bicycling, walking,** ~~commuter pools~~ **high capacity transit and** high-occupancy vehicles (HOV).~~, and potentially other transportation modes such as light rail.~~

2. Improvements to the I-405/SR 520 corridors.

Goal CH-12: Encourage mobility and the use of nonmotorized transportation by providing improvements for pedestrians and bicyclists.

Policy CH-12.1: Improve the pedestrian and bicycle circulation systems both as a recreation amenity and alternative transportation option.

Pedestrian and bicycle pathways are part of the transportation system but also provide recreational opportunities. Pathways and trails should be provided to activity nodes such as the Houghton/Everest Neighborhood Center, parks and transit facilities, and the Lakeview Neighborhood. Directional signs indicating path locations should also be provided.

Policy CH-12.2: Support future development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor consistent with the CKC Master Plan and the Park Recreation and Open Space Plan.

The unused BNSF railroad right-of-way, known as the Cross Kirkland Corridor, provides an opportunity for a bicycle, pedestrian and ~~rail transportation corridor~~ **high capacity transit corridor**. Pedestrian and bicycle transportation is a high priority, but regardless of the function of the corridor it should be designed so that it will:

- Serve as a gateway to the City.

- Provide neighborhood pedestrian and bicycle connections, with the highest priority access points at NE 52nd, NE 60th and NE 68th Streets.

- Be compatible with adjacent neighborhoods.

- Ensure a high degree of safety.

- Show environmental stewardship.

3. LAND USE

Figure EV-3 shows the land use designations in the Everest Neighborhood.

RESIDENTIAL

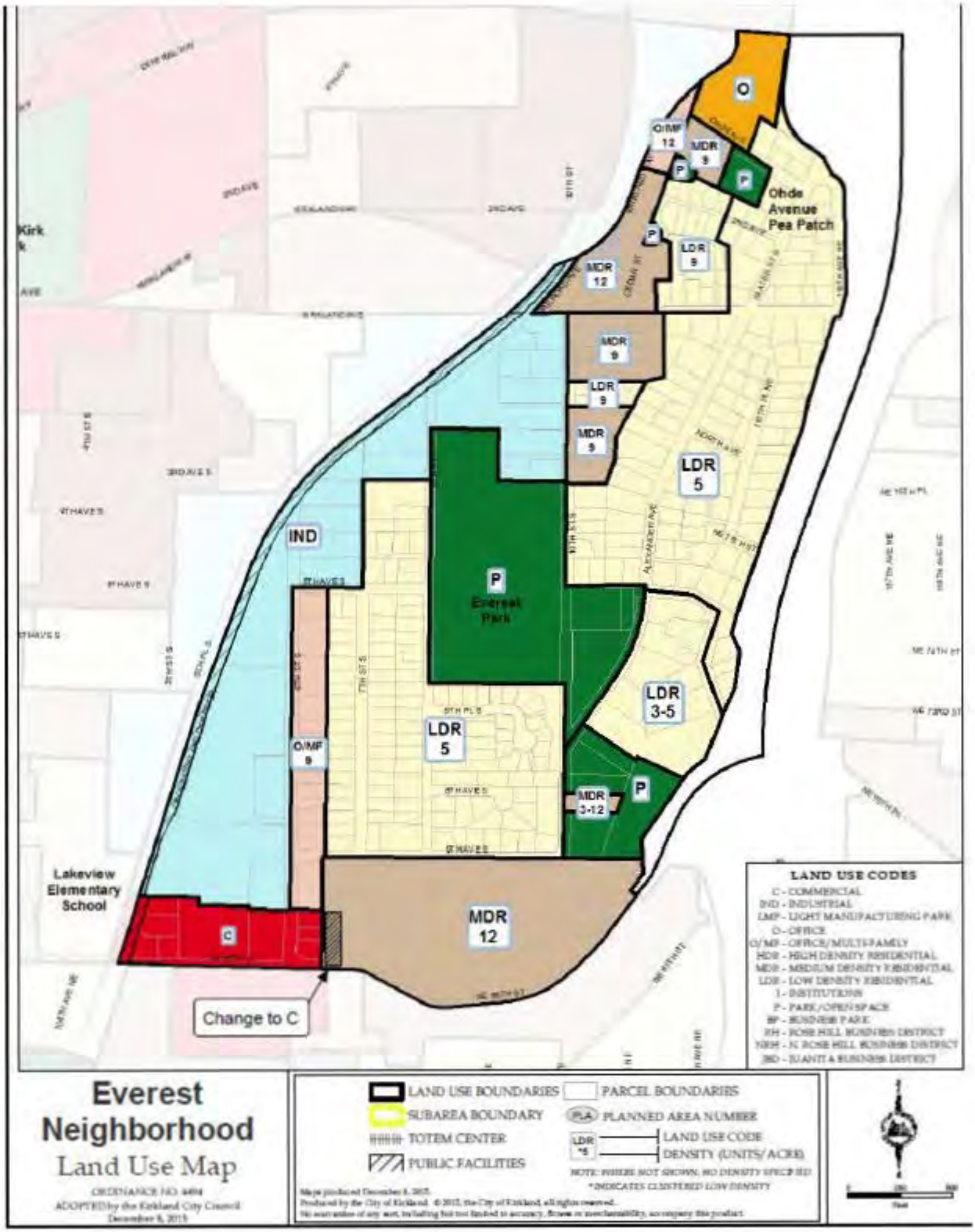
Single-family densities are to be maintained west and south of Everest Park.

Most of the Everest Neighborhood is residential in character, including older single-family homes, which add variety to Kirkland's housing supply and provide alternatives to multifamily units and newer single-family homes (see Land Use Chapter). The residential land immediately west and south of Everest Park should be maintained at low residential densities (up to five dwelling units per acre). New single-family development could help stabilize and prolong single-family use in this area.

Figure EV-1: Everest Geologically Hazardous Areas

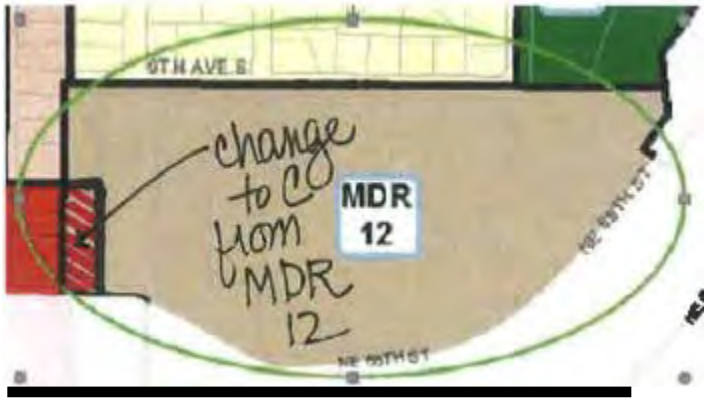
Figure EV-2: Everest Wetlands, Streams, and Lakes

Figure EV-3: Everest Land Use


O
O/MF 12
MDR 9
P
Ohde Avenue Pea Patch
LDR 9
MDR 12
MDR 9
LDR 9
MDR 9
LDR 5
IND
P
Everest Park
LDR 3-5
LDR 5
O/MF 9
MDR 3-12
P
Lakeview Elementary School
C
MDR 12
Change to C
LAND USE CODES
C - COMMERCIAL
IND - INDUSTRIAL
LMP - LIGHT MANUFACTURING PARK
O - OFFICE
O/MF - OFFICE/MULTI-FAMILY
HDR - HIGH DENSITY RESIDENTIAL
MDR - MEDIUM DENSITY RESIDENTIAL
LDR - LOW DENSITY RESIDENTIAL
I - INSTITUTION
P - PARK/OPEN SPACE
BP - BUSINESS PARK
RH - ROSE HILL BUSINESS DISTRICT
NRH - N. ROSE HILL BUSINESS DISTRICT
JBD - JUANITA BUSINESS DISTRICT
Everest Neighborhood
Land Use Map
ORDINANCE NO. 4494
ADOPTED by the Kirkland City Council
December 8, 2015
LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
PLA PLANNED AREA NUMBER
TOTEM CENTER
LDR *5 LAND USE CODE
DENSITY (UNITS/ ACRE)
PUBLIC FACILITIES
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
*INDICATES CLUSTERED LOW DENSITY

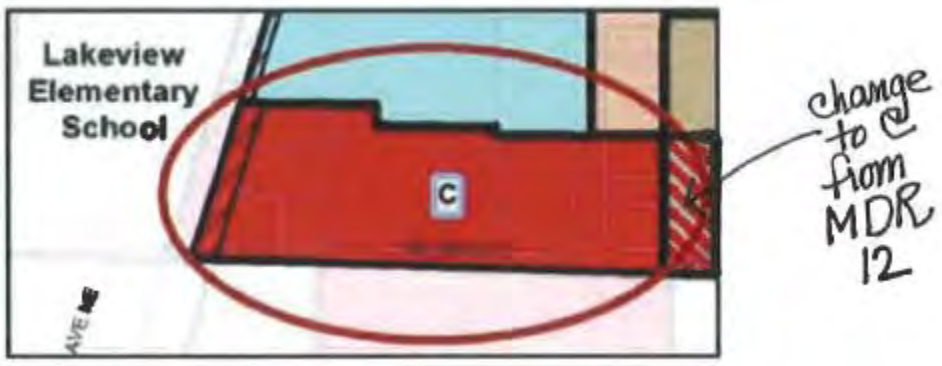
Midblock split of professional office/multifamily uses between 6th Street South and 7th Street South is discussed.

The block fronting on 6th Street South (see Figure EV-3) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets South, and access should be restricted to 6th Street South only.



Multifamily development along NE 68th Street and east of 6th Street South (up to 12 dwelling units per acre) is to be continued.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street. South of 9th Avenue South most land has been committed for multifamily use, although a few older single-family homes and some undeveloped land still exists. Future multifamily development in this area should be limited to a maximum of 12 dwelling units per acre.



COMMERCIAL

The Houghton/Everest Neighborhood Center to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.

~~The Houghton/Everest Neighborhood Center is a commercial area that spans the north and south side of NE 68th Street. Commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the Downtown or other major commercial centers (see the Land Use Chapter). Within the Everest Neighborhood, the height of structures in this area should not exceed 35 feet. The Everest and Central Houghton Neighborhoods should coordinate a plan for the Houghton/Everest Neighborhood Center along both the north and south sides of NE 68th Street and involve the surrounding neighborhoods in the process. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimizes adverse impacts on surrounding residential areas. The plan should include a transportation corridor study for 6th Street South.~~

~~The existing land available for commercial use is sufficient to meet the needs of the neighborhood. Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial and office activities located primarily to the west. These influences detract from the desirability of this area for residential use. Convenient access, however, makes this area suitable for a variety of economic activities.~~

The Land Use Element designates the Houghton/Everest Neighborhood Center as a commercial and mixed use area. It spans the north and south side of NE 68th Street and includes property on the east side of 6th Street and 108th Avenue NE. The Neighborhood Center should serve the needs for goods and services of the local community. Uses within the neighborhood center may include retail, restaurants, office, service businesses and housing with grocery and drug stores a high priority anchor to serve the everyday needs of the community. Housing provides the opportunity for people to live close to shops, services, employment, transit and the Cross Kirkland Corridor. Redevelopment plans for properties on the west side of 6th Street South/108th Avenue should promote a coordinated strategy for redevelopment of the Neighborhood Center on both sides of NE 68th Street.

The following principles should be incorporated into development plans and standards for the area:

- **Preserve and enhance neighborhood-serving retail, especially grocery stores.**
- **Promote a mix of complementary uses.**
- **Promote high quality design by establishing building, site and pedestrian design standards and guidelines.**
- **Foster walkable neighborhoods and increased transit service.**
- **Create gathering places and opportunities for social interaction.**

Properties along 6th Street South, 108th Avenue NE and NE 68th Street are impacted by heavy traffic volumes. Future development and transportation improvements should incorporate the recommendations from the 6th Street Corridor Transportation Study. A new east/west connection from 106th Avenue NE through the Neighborhood Center should also be considered.

Properties to the east of 6th Street South should be encouraged to develop together with joint access off of 6th Street South.

Building heights should be allowed to step up to three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through the Design Review process to pedestrian orientation, building modulation, upper story stepbacks, and use of materials to reduce the appearance of bulk and mass.

With regard to building height, an additional two stories (five stories maximum) may be authorized by a Master Plan, which is approved by the City Council after full legislative process with opportunities for public participation. The Master Plan shall include the following:

- **Provision for a southbound right turn lane from 6th Street South to NE 68th Street, as recommended in the 6th St. Corridor Transportation Study;**
- **Consolidation of the property on the northwest corner of NE 68th Street and 6th Street South and property or properties west of the corner property;**
- **Compliance with the principles outlined above for development in this commercial area; and**
- **A circulation plan and a driveway consolidation plan for the Everest portion of the Houghton/Everest Neighborhood Center north of NE 68th Street.**

TRANSPORTATION

STREETS, BICYCLE AND PEDESTRIAN CIRCULATION

Circulation patterns and improvements are recommended.

The circulation pattern in the Everest Neighborhood is fairly well established and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (see Figures EV-4, EV-5 and EV-6). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also the Transportation Chapter:

(1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic (see Figure EV-4).

(2) Kirkland Way and Cross Kirkland Corridor trestle.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. Numerous accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad trestle crossing). The City should continue to find ways to solve these traffic problems.

(3) Portions of 10th Street South to remain unopened.

Wetlands are present southeast of Everest Park and therefore 10th Street South south of Slater Avenue South should not become a through traffic route.

(4) Improve the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure EV-5 and consistent with the Transportation Master Plan.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figures EV-5 and EV-6. Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways which provide a pedestrian link to Everest Park for the areas to the east. Because of presence of wetlands vehicular and pedestrian access may be limited; however, these pathways should remain. If the rights-of-way are developed, the improvements should be designed to accommodate pedestrian and bicycle traffic in order to maintain the existing access to Everest Park. An additional east/west pedestrian corridor is needed between 10th Street South and 8th Street South. Portions of Kirkland Way between Kirkland Avenue and NE 85th Street lack sidewalks. The City should pursue funding to make sidewalk connections along the street. Furthermore, public pedestrian access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

(5) Methods to alleviate traffic and parking problems on 8th Street South should be studied.

The residential portion of 8th Street South between Railroad Avenue and 9th Avenue South has been impacted by traffic and parking associated with industrial uses to the north and users of Everest Park. Consequently, the City should undertake measures to reduce these impacts. Traffic control measures also should be required of future industrial and/or park development.

Figure EV-4: Everest Street Classifications

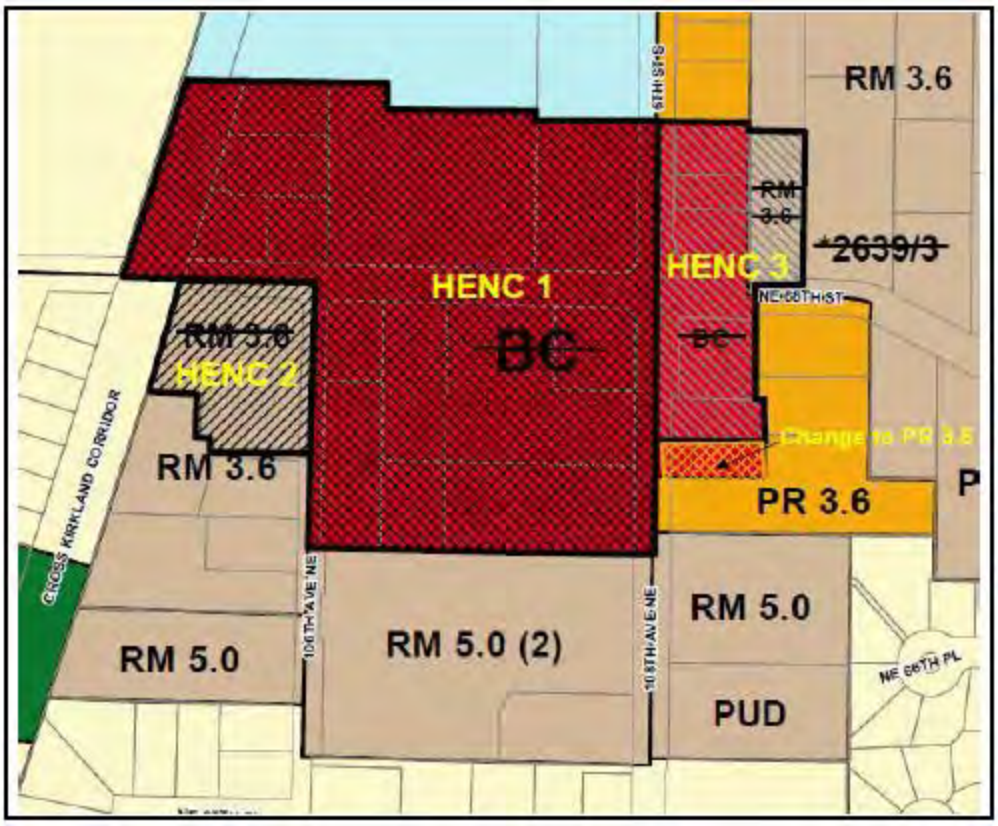
Figure EV-5: Everest Street Pedestrian System

Figure EV-6: Everest Bicycle System

(6) Support development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and ~~rail transportation~~ **high capacity transit corridor**. With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

(7) Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.



Proposed Zoning Map Amendments

.130 Clustered Development

The grouping or attaching of buildings in such a manner as to achieve larger aggregations of open space than would normally be possible from lot by lot development at a given density.

.135 Code (this)

The code of the City of Kirkland adopted as KMC Title 23.

.140 Commercial Recreation Area and Use

A commercial recreational facility, including swimming pools, tennis courts, play facilities and/or other similar uses.

.142 Commercial Use

A place of employment or a commercial enterprise that meets the definition of office use, retail establishment, restaurant or tavern, or entertainment, cultural and/or recreational facility.

.145 Commercial Zones

The following zones: BN; BNA; BC; BC 1; BC 2; BCX; CBD; JBD 1; JBD 2; JBD 4; JBD 5; JBD 6; MSC 2; MSC 3; NRH 1A; NRH 1B; NRH 4; RH 1A; RH 1B; RH 2A; RH 2B; RH 2C; RH 3; RH 5A; RH 5B; RH 5C; RH 7; TL 2; TL 4A; TL 4B; TL 4C; TL 5; TL 6A; TL 6B; TL 8; YBD 2; YBD 3. HENC 1 # 3

.150 Common Recreational Open Space Usable for Many Activities

Any area available to all of the residents of the subject property that is appropriate for a variety of active and passive recreational activities, if that area:

1. Is not covered by residential buildings, parking or driving areas; and

2. Is not covered by any vegetation that impedes access; and

3. Is not on a slope that is too steep for the recreational activities.

.153 Community Facility

A use which serves the public and is generally of a public service, noncommercial nature, such as food banks, clothing banks, and other nonprofit social service organizations.

.155 Community Recreation Area or Clubhouse

An area devoted to facilities and equipment for recreational purposes, swimming pools, tennis courts, playgrounds, community club houses and other similar uses maintained and operated by a nonprofit club or organization whose membership is limited to the residents within a specified geographic area.

.160 Comprehensive Plan

The Comprehensive Plan of the City, listing the goals and policies regarding land use within the city.

idents share bathroom and/or kitchen facilities. "Residential suites" does not include dwelling units, assisted living facility, bed and breakfast house, convalescent center, nursing home, facility housing individuals who are incarcerated as the result of a conviction or other court order, or secure community transition facility. For purposes of zones where minimum density or affordable housing is required, each living unit shall equate to one (1) dwelling unit.

.780 Residential Use

Developments in which persons sleep and prepare food, other than developments used for transient occupancy.

.785 Residential Zone

The following zones: RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RSA 8; RS 7.2; RSX 7.2; RS 6.3; RSA 6; RS 5.0; RSX 5.0; RSA 4; RSA 1; RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; WD I; WD II; WD III; TL 1B; TL 9B; TL 11; PLA 2; PLA 3B; PLA 3C; PLA 5A, D, E; PLA 6A, C, D, E, F, H, I, J, K; PLA 7A, B, C; PLA 9; PLA 15B; PLA 16; PLA 17. HENC 2

.790 Restaurant or Tavern

Commercial use which sells prepared food or beverages and where the seating and associated circulation areas exceed 10 percent of the gross floor area of the use.

.795 Retail Establishment

A commercial enterprise which provides goods and/or services directly to the consumer, whose goods are available for immediate purchase and removal from the premises by the purchaser and/or whose services are traditionally not permitted within an office use. The sale and consumption of food are included if: (a) the seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use, and (b) it can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.

.800 Retention of Storm Water

The collection of water, due to precipitation, in a given area and the dispersal of these waters through the natural process of groundwater recharge and evaporation or the incorporation of this collection area into a natural stream and lake system and setting.

.805 Right-of-Way

Land dedicated primarily to the movement of vehicles and pedestrians and providing for primary access to adjacent parcels. Secondarily, the land provides space for utility lines and appurtenances and other publicly owned devices.

.810 Right-of-Way Realignment

The changing of the horizontal position of the right-of-way.

.815 Roofline

The line formed by the outside of the gable of the roof, or if the roof is flat or mansard, the top of the roof or mansard.

10.25 Zoning Categories Adopted

The City is divided into the following zoning categories:

Zoning Category	Symbol
1. Single-Family Residential Zones	RS, RSA and RSX (followed by a designation indicating minimum lot size per dwelling unit or units per acre)
2. Multifamily Residential Zones	RM and RMA (followed by a designation indicating minimum lot size per dwelling unit)
3. Professional Office/Residential Zones	PR and PRA (followed by a designation indicating minimum lot size per dwelling unit)
4. Professional Office Zones	PO
5. Waterfront Districts	WD (followed by a designation indicating which Waterfront District)
6. Yarrow Bay Business District	YBD (followed by a designation indicating which sub-zone within the Yarrow Bay Business District)
7. Neighborhood Business	BN and BNA
8. Community Business	BC, BC 1, BC 2 and BCX
9. Central Business District	CBD (followed by a designation indicating which sub-zone within the Central Business District)
10. Juanita Business District	JBD (followed by a designation indicating which sub-zone within the Juanita Business District)
11. Market Street Corridor	MSC (followed by a designation indicating which sub-zone within the Market Street Corridor)
12. North Rose Hill Business District	NRH (followed by a designation indicating which sub-zone within the North Rose Hill Business District)
13. Rose Hill Business District	RH (followed by a designation indicating which sub-zone within the Rose Hill Business District)
14. Business District Core (BDC) and Totem Lake Business District (TLBD)	TL (followed by a designation indicating which sub-zone within Business District Core (BDC) or the Totem Lake Business District)
15. Light Industrial Zones	LIT, TL 7B
16. Planned Areas	PLA (followed by a designation indicating which Planned Area, and in some cases, which sub-zone within a Planned Area)
17. Park/Public Use Zones	P

(Ord. 4495 § 2, 2015; Ord. 4333 § 1, 2011; Ord. 4196 § 1, 2009; Ord. 4121 § 1, 2008; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3972 § 1, 2004; Ord. 3889 § 2, 2003)

10.30 Overlay Designations Adopted

The following overlay zones apply in various areas:

Overlay Zoning Category	Symbol
1. Holmes Point Overlay Zone	"HP"
2. Adult Activities Overlay Zone	"AE"
3. Historic Landmark Overlay Zone	"HL"
4. Equestrian Overlay Zone	"EQ"

CHAPTER 25 – HIGH DENSITY RESIDENTIAL ZONES (RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

HENC 2

Sections:

25.05 User Guide

Step 1. Check that the zone of interest is included in KZC 25.05.010, Applicable Zones. If not, select the chapter where it is located.

Step 2. Refer to KZC 25.05.020, Common Code References, for relevant information found elsewhere in the code.

Step 3. Refer to the General Regulations in KZC 25.10 that apply to the zones as noted.

Step 4. Find the Use of interest in the Permitted Uses Table in KZC 25.20 and read across to the column pertaining to the zone of interest. If a Use is not listed in the table, it is not allowed. A listed use is permitted unless "NP" (Not Permitted) is noted for the table. Note the Required Review Process and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (PU-1, PU-2, PU-3, etc.).

Step 5. Find the Use of interest in the Density/Dimensions Table in KZC 25.30 and read across the columns. Note the standards (Minimum Lot Size, Required Yards, Maximum Lot Coverage, and Maximum Height of Structure) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DD-1, DD-2, DD-3, etc.).

Step 6. Find the Use of interest in the Development Standards Table in KZC 25.40 and read across the columns. Note the standards (Landscape Category, Sign Category, and Required Parking Spaces) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DS-1, DS-2, DS-3, etc.).

Note: Not all uses listed in the Density/Dimensions and Development Standards Tables are permitted in each zone addressed in this chapter. Permitted uses are determined only by the Permitted Uses Table.

25.05.010 Applicable Zones

This chapter contains the regulations for uses in the high density residential zones of the City:

RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, D, E; PLA 6A, D, I, J; PLA 7A, B

25.05.020 Common Code References HENC 2

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Public park development standards will be determined on a case-by-case basis. See KZC 45.50.
3. Review processes, density/dimensions and development standards for shoreline uses can be found in Chapter 83 KZC, Shoreline Management.
4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with Assisted Living Facility; Detached, Attached or Stacked Dwelling Units; and Detached Dwelling Unit uses.
5. Chapter 115 KZC contains regulations regarding common recreational space requirements for Detached, Attached or Stacked Dwelling Units uses.
6. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.
7. Structures located within 30 feet of a parcel in a low density zone or a low density use in PLA 17 shall comply with additional limitations on structure size established by KZC 115.136.
8. A hazardous liquid pipeline extends through or near the RMA 2.4 and RMA 3.6 zones in the vicinity of 136th Avenue NE. Refer to Chapter 118 KZC for regulations pertaining to properties near hazardous liquid pipelines.

(Ord. 4476 § 2, 2015)

25.10 General Regulations

25.10.010 All High Density Residential Zones

The following regulations apply to all uses in these zones unless otherwise noted:

1. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. In such cases, the minimum lot size listed in the Use Regulations shall be used to establish the base number of units allowed on the site, but shall not limit the size of individual lots. See Chapter 112 KZC for additional affordable housing incentives and requirements.

25.10.020 RM, RMA Zones

1. If the subject property is located east of JBD 2 and west of 100th Avenue NE, the following regulation applies:

   Must provide a public pedestrian access easement if the Planning Official determines that it will furnish a pedestrian connection or part of a connection between 98th Avenue NE and 100th Avenue NE. Pathway improvements will also be required if the easement will be used immediately. No more than two complete connections shall be required.

2. If the subject property is located within the North Rose Hill neighborhood, east of Slater Avenue NE and north of NE 116th Street, the minimum required front yard is 10 feet. Ground floor canopies and similar entry features may encroach into the front yard; provided, the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure. No parking may encroach into the required 10-foot front yard.

3. Any required yard abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot the structure exceeds 25 feet above average building elevation. (Does not apply to Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units and Public Park uses).

4. If the property is located in the NE 85th Street Subarea, the following shall apply:

   a. If the subject property is located south of NE 85th Street between 124th Avenue NE and 120th Avenue NE, the applicant shall to the extent possible save existing viable significant trees within the required landscape buffer separating nonresidential development from adjacent single-family homes.

   b. If the subject property is located directly north of the RH 4 zone, the applicant shall install a through-block pedestrian pathway pursuant to the standards in KZC 105.19 to connect an east-west pedestrian pathway designated in the Comprehensive Plan between 124th Avenue NE and 120th Avenue NE. (See Plate 34K).

5. May not use lands waterward of the ordinary high water mark to determine lot size or to calculate allowable density.

6. Residential uses may have an associated private shoreline park that is commonly owned and used by residents and guests.

7. For properties within the jurisdiction of the Shoreline Management Act that have a shoreline setback requirement as established in Chapter 83 KZC and the setback requirement is met, the minimum required front yard is either: 10 feet or the average of the existing front yards on the properties abutting each side of the subject property. For the reduction in front yard, the shoreline setback is considered conforming if a reduction in the required shoreline setback is approved through KZC 83.380. This regulation does not pertain to the School or Day-Care Center uses that accommodate 50 or more students or children.

25.10.030 PLA 5A Zones

1. If the subject property abuts the 4th Avenue right-of-way or the easterly extension of the alignment of that right-of-way to 10th Street, the following regulations apply:

   a. The City may require the applicant to dedicate and improve land as shown in the Public Improvements Master Plan adopted by the City for this area.

   b. Any required yard of the subject property abutting the 4th Avenue right-of-way or the easterly extension of that right-of-way will be regulated as a front yard.

   c. Service and parking areas must, to the maximum extent possible, be located and oriented away from the 4th Avenue right-of-way unless primary vehicular access to the subject property is directly from that right-of-way.

(Does not apply to Public Utility, Government Facility or Community Facility and Public Park uses).

25.10.040 PLA 5D Zones

1. Any portion of a structure that exceeds 30 feet above average building elevation must be set back from the front property line one foot for each one foot that the portion of the structure exceeds 30 feet above average building elevation (does not apply to Detached Dwelling and Public Park uses).

2. The minimum setback from a lot containing a low density use within PLA 5A of any structure that exceeds 30 feet above average building elevation is twice the height of that structure as measured on the side of the structure closest to the lot containing a low density use within PLA 5A (does not apply to Detached Dwelling and Public Park uses).

3. If the subject property abuts the 4th Avenue right-of-way or the easterly extension of the alignment of that right-of-way to 10th Street, the following regulations apply:

   a. The City may require the applicant to dedicate and improve land as shown in the Public Improvements Master Plan adopted by the City for this area.

   b. Any required yard of the subject property abutting the 4th Avenue right-of-way or the easterly extension of that right-of-way will be regulated as a front yard.

c. Any required yard of the subject property abutting 5th Avenue will be regulated as a rear yard.

d. Service and parking areas must, to the maximum extent possible, be located and oriented away from the 4th Avenue right-of-way unless primary vehicular access to the subject property is directly from that right-of-way.

(Does not apply to Public Park uses).

25.10.050 PLA 5E Zones

1. Primary vehicular access must be directly from 2nd Street unless this is not possible (does not apply to Detached Dwelling and Public Park uses).

25.10.060 PLA 6A Zones

1. The required yard of a structure abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).

25.10.070 PLA 6I Zones

1. The required yard of a structure abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).

(Ord. 4476 § 2, 2015)

25.10.080 HENC 2 Zone

(see next page)

25.10.080 HENC 2 Zone General Regulations

1. Adjacent to NE 68th Street, 106th Avenue NE and the Cross Kirkland Corridor (CKC), any portion of a structure greater than two stories in height must be stepped back from the façade below by an average of 15' with a minimum step back of 5'.

The Design Review Board is authorized to allow rooftop deck and/or garden structures within the step back area.

2. Development adjoining the Cross Kirkland Corridor shall comply with the standards of KZC 115.24. A safe public pedestrian connection through the site to the Cross Kirkland Corridor is required (for approximate location see Plate 34-O).

3. Minimum 14' wide sidewalks are required along NE 68th Street.

4. Development shall comply with City approved green building standards.

25.20 Permitted Uses

HENC2

Permitted Uses Table – High Density Residential Zones
(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
(See also KZC 25.30, Density/Dimensions Table, and KZC 25.40, Development Standards Table)

Required Review Process:

I = Process I, Chapter 145 KZC
IIA = Process IIA, Chapter 150 KZC
IIB = Process IIB, Chapter 152 KZC
DR = Design Review, Chapter 142 KZC
None = No Required Review Process
NP = Use Not Permitted
# = Applicable Special Regulations (listed after the table)

HENC2

Use		RM, RMA	PLA 5A	PLA 5D	PLA 5E	PLA 6A	PLA 6D	PLA 6I	PLA 6J	PLA 7A, B
25.20.010	Assisted Living Facility	None 1, 2, 3, 4	None 2, 3, 4	None 2, 3, 4	None 2, 3, 4	None 2, 3, 4	I or None 2, 3, 4, 5	IIA 2, 3, 4	None 2, 3, 4	None 2, 3, 4
25.20.020	Church	IIA 1, 6	IIA	IIA	IIA	IIA	IIA	IIA	IIA	IIA
25.20.030	Community Facility	IIA 1, 7, 8	IIA	IIA	IIA	IIA	IIA	IIA	IIA	IIA
25.20.040	Convalescent Center	IIA 1, 3	I 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3
25.20.050	Detached, Attached, or Stacked Dwelling Units	None 1, 9	None	None	None	None	I or None 5, 12	None	None	None
25.20.060	Detached Dwelling Unit	None 13	None 13	None 13	None 13	None 13	None 13	None 13	None 13	None 13
25.20.070	Government Facility	IIA 1, 8	IIA	IIA	IIA	IIA	IIA	IIA	IIA	IIA
25.20.080	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, Beauty Shop or Shoe Repair Shop	IIA 14	NP	NP	NP	NP	NP	NP	NP	NP
25.20.090	Mini-School or Mini-Day-Care Center	None 1, 15, 16, 17, 18, 19	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 21

HENC 2

Permitted Uses Table – High Density Residential Zones (Continued)
(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
(See also KZC 25.30, Density/Dimensions Table, and KZC 25.40, Development Standards Table)

Required Review Process:

I = Process I, Chapter 145 KZC
IIA = Process IIA, Chapter 150 KZC
IIB = Process IIB, Chapter 152 KZC
DR = Design Review, Chapter 142 KZC
None = No Required Review Process

NP = Use Not Permitted
HENC 2 # = Applicable Special Regulations (listed after the table)

Use		RM, RMA	PLA 5A	PLA 5D	PLA 5E	PLA 6A	PLA 6D	PLA 6I	PLA 6J	PLA 7A, B
25.20.100	Nursing Home	IIA 1, 3	I 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3
25.20.110	Office Uses (Stand-Alone or Mixed with Detached, Attached, or Stacked Dwelling Units)	NP	NP	NP	NP	NP	NP	NP	NP	None 22, 23, 24
25.20.120	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units	I 11	NP	NP	NP	NP	NP	NP	NP	NP
25.20.130	Public Park	See KZC 45.50 for required review process.								
25.20.140	Public Utility	IIA 1, 8	None	IIA	IIA	IIA	IIA	IIA	IIA	IIA
25.20.150	School or Day-Care Center	IIA 1, 10, 15, 16, 18, 19	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 21, 25	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 21

Permitted Uses (PU) Special Regulations: and HENC 2

PU-1. Within the NE 85th Street Subarea, D.R., Chapter 142 KZC.

PU-2. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.

PU-3. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.

PU-4. The assisted living facility shall provide usable recreation space of at least 100 square feet per unit, in the aggregate, for both assisted living units and independent dwelling units, with a minimum of 50 square feet of usable recreation space per unit located outside.

PU-5. If between 1,800 and 3,600 square feet of lot area per unit, then Process I, Chapter 145 KZC. If 3,600 square feet of lot area per unit or more, then None.

PU-6. The property must be served by a collector or arterial street.

PU-7. A community facility use is not permitted on properties within the jurisdiction of the Shoreline Management Act.

PU-8. Site design must minimize adverse impacts on surrounding residential neighborhoods.

PU-9. Development located in the RM 3.6 zone in North Rose Hill, lying between Slater Avenue NE and 124th Avenue NE, and NE 108th Place (extended) and approximately NE 113th Place (extended) shall comply with the following:
a. Each development shall incorporate at least two acres; and
b. Significant vegetation that provides protection from I-405 shall be retained to the maximum extent feasible.

PU-10. Structured play areas must be set back from all property lines as follows:
a. Twenty feet if this use can accommodate 50 or more students or children.
b. Ten feet if this use can accommodate 13 to 49 students or children.

PU-11. See Chapter 141 KZC for additional procedural requirements in addition to those in Chapter 145 KZC.

PU-12. If proposed development contains less than 3,600 square feet of lot area per unit, the following right-of-way improvements shall be required on rights-of-way which serve the subject property. The improvements shall extend from State Street to the eastern boundary of the subject property/frontage on the right-of-way.
a. On 2nd Avenue South, 3rd Avenue South, and 5th Avenue South:
20 feet of paved surface, six-inch vertical curb on each side, five-foot sidewalk on north side adjacent to curb and two-foot utility strip on each side. In addition, right-of-way dedication on 5th Avenue South will be required as necessary to install these improvements.
b. On 4th Avenue South:
24 feet of paved surface, six-inch vertical curb on each side, five-foot sidewalk on north side adjacent to curb and five-foot six-inch utility strip on each side.

PU-13. For this use, only one dwelling unit may be on each lot regardless of the size of the lot.

PU-14. a. This use may be permitted only if it is specifically consistent with the Comprehensive Plan in the proposed location.
b. May only be permitted if placement, orientation, and scale indicate this use is primarily intended to serve the immediate residential area.
c. Must be located on a collector arterial or higher volume right-of-way.
d. Placement and scale must indicate pedestrian orientation.
e. Must mitigate traffic impacts on residential neighborhood.

f. May not be located above the ground floor of a structure.
g. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.
h. This use is not permitted in an RM zone located within the NE 85th Street Subarea.

PU-15. May locate on the subject property if:
a. It will not be materially detrimental to the character of the neighborhood in which it is located.
b. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.

PU-16. A six-foot-high fence is required along the property line adjacent to the outside play areas.

PU-17. Structured play areas must be set back from all property lines by five feet.

PU-18. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated.

PU-19. May include accessory living facilities for staff persons.

PU-20. May locate on the subject property only if:
a. It will serve the immediate neighborhood in which it is located; or
b. It will not be materially detrimental to the character of the neighborhood in which it is located.

PU-21. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.

PU-22. This use is permitted only in PLA 7B, extending 50 feet west of the property line adjoining 4th Street, south of 4th Avenue.

PU-23. The following regulations apply to veterinary offices only:
a. May only treat small animals on the subject property.
b. Outside runs and other outside facilities for the animals are not permitted.
c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application.
d. A veterinary office is not permitted in any development containing dwelling units.

PU-24. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:
a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.
b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

PU-25. May locate on the subject property only if:
a. It will serve the immediate neighborhood in which it is located; or
b. It will not be materially detrimental to the character of the neighborhood in which it is located; or
c. The property is served by a collector or arterial street.

(Ord. 4476 § 2, 2015)

25.30 Density/Dimensions

HENC 2

Density/Dimensions Table – High Density Residential Zones
(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.40, Development Standards Table)

USE		Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC) Front	Side	Rear	Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
25.30.010	Assisted Living Facility[1]	3,600 sq. ft.	20' **RM, RMA:** 20'[2]	5'[4] **RMA:** 5'	10'	60%	**RM, PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5] **RMA:** 35' above ABE. **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE. **PLA 5D:** 30' above ABE.[6] **PLA 7A, 7B:** 30' above ABE.[7]
			PLA 5A: [3] HENC 2 10'	0	0	80%	
25.30.020	Church	7,200 sq. ft.	20' **RM, RMA:** 20'[2]	20'	20'	70%	**RM, PLA 6D:** 30' above ABE.[5] **RMA:** 35' above ABE. **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE. **PLA 5D:** The lower of 4 stories or 40' above ABE. **PLA 6A, PLA 6J:** 30' above ABE.[5, 12] **PLA 7A, 7B:** 30' above ABE.[7]
			HENC 2 10'	0	0	80%	
25.30.030	Community Facility	None	20' **RM, RMA:** 20'[2]	10'	10'	70%	**RM, PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5] **RMA:** 35' above ABE. **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE. **PLA 5D:** The lower of 4 stories or 40' above ABE. **PLA 7A, 7B:** 30' above ABE.[7]
			HENC 2 10'	0	0	80%	

HENC 2

Density/Dimensions Table – High Density Residential Zones (Continued)
(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.40, Development Standards Table)

USE		Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC) Front	Side	Rear	Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
25.30.040	Convalescent Center	7,200 sq. ft. **PLA 6I:** None	20' **RM, RMA:** 20'[2]	10'	10'	70%	**RM, PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5] **RMA:** 35' above ABE. **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE. **PLA 5D:** The lower of 4 stories or 40' above ABE. **PLA 7A, 7B:** 30' above ABE.[7]
			HENC 2				
			10'	0	0	80%	
25.30.050	Detached, Attached or Stacked Dwelling Units	3,600 sq. ft. with at least 1,800 sq. ft. per unit. **RM, RMA:** 3,600 sq. ft.[8] **PLA 6I:** 3,600 sq. ft. with at least 2,400 sq. ft. per unit. **PLA 7A, 7B:** 3,600 sq. ft.[14]	20' **RM, RMA:** 20'[2]	Detached units, 5'; attached or stacked units, 5'[4, 10] **RMA:** 5'	10'[11]	60%	**RM, PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5, 12] **RMA:** 35' above ABE. **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE. **PLA 5D:** 30' above ABE.[6] **PLA 7A, 7B:** 30' above ABE.[7, 12]
			RM, RMA: [13] **PLA 5A:** [3]				
			HENC 2				
			10'	0	0	80%	
25.30.060	Detached Dwelling Unit	3,600 sq. ft.	20' **RM, RMA:** 20'[2] **PLA 6I:** 10'	5' **RM, RMA:** 5'[4]	10'	60%	**RM, PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5, 12] **RMA:** 35' above ABE.[12] **PLA 5A, PLA 5D, PLA 5E:** 25' above ABE. **PLA 6I:** 30' above ABE. **PLA 7A, 7B:** 30' above ABE.[7, 12]

HENC2: 3600 sq. ft. No density limit

HENC 2

HENC 2

HENC 2

HENC 2

HENC 2

Density/Dimensions Table – High Density Residential Zones (Continued)
(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.40, Development Standards Table)

USE		Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
			Front	Side	Rear		
25.30.070	Government Facility	None	20' **RM, RMA:** 20'[2]	10'	10'	70%	**RM, PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5] **RMA:** 35' above ABE. **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE. **PLA 5D:** The lower of 4 stories or 40' above ABE. **PLA 7A, 7B:** 30' above ABE.[7]
			HENC 2				
			10'	0	0	80%	
25.30.080	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, Beauty Shop or Shoe Repair Shop	7,200 sq. ft.[9]	20'[2]	5'[4]	10'	60%	**RM:** 30' above ABE.[5] **RMA:** 35' above ABE.
			HENC 2				
			10'	0	0	80%	
25.30.090	Mini-School or Mini-Day-Care Center	3,600 sq. ft.	20' **RM, RMA:** 20'[2]	5'[4]	10'	60%	**RM, PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5] **RMA:** 35' above ABE. **PLA 5D:** 30' above ABE.[6] **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE. **PLA 7A, 7B:** 30' above ABE.[7]
			HENC 2				
			10'	0	0	80%	
25.30.100	Nursing Home	7,200 sq. ft. **PLA 6I:** None	20' **RM, RMA:** 20'[2]	10'	10'	70%	**RM, PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5] **RMA:** 35' above ABE. **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE. **PLA 5D:** The lower of 4 stories or 40' above ABE. **PLA 7A, 7B:** 30' above ABE.[7]
			HENC 2				
			10'	0	0	80%	

Density/Dimensions Table – High Density Residential Zones (Continued)
(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.40, Development Standards Table)

USE		Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
			Front	Side	Rear		
25.30.110	Office Uses (Stand-Alone or Mixed with Detached, Attached, or Stacked Dwelling Units)	3,600 sq. ft. with at least 1,800 sq. ft. per unit	20'	5'[4]	10'	80%	30' above ABE.
25.30.120	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units	None	See Chapter 83 KZC.			–	Landward of the ordinary high water mark: **RM:** 30' above ABE. **RMA:** 35' above ABE.
25.30.130	Public Park	Development standards will be determined on a case-by-case basis.					
25.30.140	Public Utility	None	20' **RM, RMA:** 20'[2] HENC2 10'	20' HENC2 0	**RM, RMA, PLA 5D, PLA 6A, PLA 6D, PLA 6J:** 20' **PLA 5A, PLA 5E, PLA 6I, PLA 7A, 7B:** 10' HENC2=0	70% HENC2 80%	**RM, PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5] **RMA:** 35' above ABE. **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE. HENC2 **PLA 5D:** The lower of 4 stories or 40' above ABE. **PLA 7A, 7B:** 30' above ABE.[7]
25.30.150	School or Day-Care Center	7,200 sq. ft.	If this use can accommodate 50 or more students or children, then: 50' / 50' / 50' If this use can accommodate 13 to 49 students or children, then: 20' / 20' / 20' **RM, RMA:**[2]			70% HENC2 80%	**RM:** 30' above ABE.[5, 15] **RMA:** 35' above ABE. **PLA 5A, PLA 5E, PLA 6I:** 30' above ABE.[15] **PLA 5D:** The lower of 4 stories or 40' above ABE. **PLA 6A, PLA 6D, PLA 6J:** 30' above ABE.[5, 15] HENC2 **PLA 7A, 7B:** 30' above ABE.[7, 15]

Development Standards (DS) Special Regulations:

DS-1. If the subject property is located within the NRH neighborhood, west of Slater Avenue NE and south of NE 100th Street, and if it adjoins a low density zone or a low density use in PLA 17, then Landscape Category A applies.

DS-2. No parking is required for day-care or school ancillary to this use.

DS-3. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.

DS-4. One pedestal sign with a readerboard having electronic programming is allowed at a fire station only if:

a. It is a pedestal sign (see Plate 12) having a maximum of 40 square feet of sign area per sign face;
b. The electronic readerboard is no more than 50 percent of the sign area;
c. Moving graphics and text or video are not part of the sign;
d. The electronic readerboard does not change text and/or images at a rate less than one every seven seconds and shall be readily legible given the text size and the speed limit of the adjacent right-of-way;
e. The electronic readerboard displays messages regarding public service announcements or City events only;
f. The intensity of the display shall not produce glare that extends to adjacent properties and the signs shall be equipped with a device which automatically dims the intensity of the lights during hours of darkness;
g. The electronic readerboard is turned off between 10:00 p.m. and 6:00 a.m. except during emergencies;
h. It is located to have the least impact on surrounding residential properties.

If it is determined that the electronic readerboard constitutes a traffic hazard for any reason, the Planning Director may impose additional conditions.

DS-5. Except for low density uses, if the subject property is located within the NRH neighborhood, west of Slater Avenue NE and south of NE 100th Street, and if it adjoins a low density zone or a low density use in PLA 17, then Landscape Category A applies.

DS-6. When a low density use adjoins a detached dwelling unit in a low density zone, Landscape Category E applies.

DS-7. 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.

DS-8. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.

DS-9. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.

(Ord. 4487 § 1, 2015; Ord. 4476 § 2, 2015)

DD-14. Minimum amount of lot area per dwelling unit is as follows:
a. In the PLA 7A zone, the minimum lot area per unit is 2,400 square feet.
b. In the PLA 7B zone, the minimum lot area per unit is 1,800 square feet.

DD-15. For school use, structure height may be increased, up to 35 feet, if:
a. The school can accommodate 200 or more students; and
b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and
c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and
d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements.
This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.

(Ord. 4476 § 2, 2015)

25.40 Development Standards

HENC 2

Development Standards Table – High Density Residential Zones
(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
25.40.010	Assisted Living Facility	D **RM, RMA:** D[1]	A	1.7 per independent unit. 1 per assisted living unit.
25.40.020	Church	C **RM, RMA:** C[1]	B	1 for every 4 people based on maximum occupancy load of any area of worship.[2]
25.40.030	Community Facility	C[3] **RM, RMA:** C[1, 3]	B **RM, RMA:** B[4]	See KZC 105.25.
25.40.040	Convalescent Center	C **RM, RMA:** C[1]	B	1 for each bed.

HENC 2

Development Standards Table – High Density Residential Zones (Continued)
(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
25.40.050	Detached, Attached, or Stacked Dwelling Units	D **RM, RMA:** D[5, 6] **PLA 7A, 7B:** D[6] HENC 2	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.
25.40.060	Detached Dwelling Unit	E	A	2.0 per unit.
25.40.070	Government Facility	C[3] **RM, RMA:** C[1, 3]	B **RM, RMA:** B[4]	See KZC 105.25.
25.40.080	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, Beauty Shop or Shoe Repair Shop	B	E	1 per each 300 sq. ft. of gross floor area.
25.40.090	Mini-School or Mini-Day-Care Center	E **RM, RMA:** D	B	See KZC 105.25.[7, 8] **RM, RMA:** See KZC 105.25.[7]
25.40.100	Nursing Home	C **RM, RMA:** C[1]	B	1 for each bed.
25.40.110	Office Uses (Stand-Alone or Mixed with Detached, Attached, or Stacked Dwelling Units)	C	D	See KZC 105.25.
25.40.120	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units	B	B	None
25.40.130	Public Park	Development standards will be determined on a case-by-case basis.		
25.40.140	Public Utility	A[3] **RM, RMA:** A[1, 3] **PLA 7A, PLA 7B:** A	B **RM, RMA:** B[4]	See KZC 105.25.
25.40.150	School or Day-Care Center	D	B	See KZC 105.25.[8, 9] **RM, RMA:** See KZC 105.25.[9]

Density/Dimensions (DD) Special Regulations:

DD-1. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of stacked dwelling units allowed on the subject property. Through Process IIB, Chapter 152 KZC, up to 1-1/2 times the number of stacked dwelling units allowed on the property may be approved if the following criteria are met:
a. Project is of superior design; and
b. Project will not create impacts that are substantially different than would be created by a permitted multifamily development.

DD-2. See KZC 25.10.020(7).

DD-3. The required yard of any structure abutting a lot containing a low density use within PLA 5 must be increased one foot for each one foot that structure exceeds 20 feet above average building elevation.

DD-4. Five feet but two side yards must equal at least 15 feet.

DD-5. If adjoining a low density zone other than RSX, then 25 feet above average building elevation.

DD-6. If the development contains at least one acre, then the lower of four stories or 40 feet above average building elevation.

DD-7. If adjoining a low density zone other than RSX, or detached dwelling unit in PLA 7C, then 25 feet above average building elevation.

DD-8. With a density as established on the Zoning Map. Minimum amount of lot area per dwelling unit is as follows:
a. In RM 5.0 and RMA 5.0 zones, the minimum lot area per unit is 5,000 square feet.
b. In RM 3.6 and RMA 3.6 zones, the minimum lot area per unit is 3,600 square feet.
c. In RM 2.4 and RMA 2.4 zones, the minimum lot area per unit is 2,400 square feet.
d. In RM 1.8 and RMA 1.8 zones, the minimum lot area per unit is 1,800 square feet.

DD-9. Gross floor area may not exceed 3,000 square feet.

DD-10. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet; provided, that for PLA 5A this special regulation shall not supersede minimum yard requirements when abutting a lot containing a low density use within the PLA 5 zone.

DD-11. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot; provided, that for PLA 5A this special regulation shall not supersede minimum yard requirements when abutting a lot containing a low density use within the PLA 5 zone.

DD-12. Where the 25-foot height limitation results solely from an adjoining low density zone occupied by a school that has been allowed to increase its height to at least 30 feet, then a structure height of 30 feet above average building elevation is allowed.

DD-13. See KZC 25.05.020(3).

CHAPTER 35 – COMMERCIAL ZONES (BN, BNA, BC, BC 1, BC 2, BCX)

HENC 1#3

Sections:

35.05 User Guide

Step 1. Check that the zone of interest is included in KZC 35.05.010, Applicable Zones. If not, select the chapter where it is located.

Step 2. Refer to KZC 35.05.020, Common Code References, for relevant information found elsewhere in the code.

Step 3. Refer to the General Regulations in KZC 35.10 that apply to the zones as noted.

Step 4. Find the Use of interest in the Permitted Uses Table in KZC 35.20 and read across to the column pertaining to the zone of interest. If a Use is not listed in the table, it is not allowed. A listed use is permitted unless "NP" (Not Permitted) is noted for the table. Note the Required Review Process and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (PU-1, PU-2, PU-3, etc.).

Step 5. Find the Use of interest in the Density/Dimensions Table in KZC 35.30 and read across the columns. Note the standards (Minimum Lot Size, Required Yards, Maximum Lot Coverage, and Maximum Height of Structure) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DD-1, DD-2, DD-3, etc.).

Step 6. Find the Use of interest in the Development Standards Table in KZC 35.40 and read across the columns. Note the standards (Landscape Category, Sign Category, and Required Parking Spaces) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DS-1, DS-2, DS-3, etc.).

Note: Not all uses listed in the Density/Dimensions and Development Standards Tables are permitted in each zone addressed in this chapter. Permitted uses are determined only by the Permitted Uses Table.

35.05.010 Applicable Zones

HENC 1#3

This chapter contains the regulations for uses in the commercial zones (BN, BNA, BC, BC 1, BC 2, BCX) of the City.

35.05.020 Common Code References

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Public park development standards will be determined on a case-by-case basis. See KZC 45.50.
3. Review processes, density/dimensions and development standards for shoreline uses can be found in Chapter 83 KZC, Shoreline Management.
4. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
5. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with Assisted Living Facility, Attached or Stacked Dwelling Units, and Stacked Dwelling Unit uses.
6. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.
7. Structures located within 30 feet of a parcel in a low density zone or a low density use in PLA 17 shall comply with additional limitations on structure size established by KZC 115.136.

(Ord. 4476 § 2, 2015)

35.10 General Regulations

35.10.010 All Commercial Zones

The following regulations apply to all uses in these zones unless otherwise noted:

1. Surface parking areas shall not be located between the street and building unless no feasible alternative exists. Parking areas located to the side of the building are allowed; provided, that the parking area and vehicular access occupies less than 30 percent of the property frontage and design techniques adequately minimize the visibility of the parking.

35.10.020 BN, BNA Zones

1. The following commercial frontage requirements shall apply to all development that includes dwelling units or assisted living uses:

   a. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office. These uses shall be oriented toward fronting arterial and collector streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street).

      The Design Review Board (or Planning Director if not subject to DR) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. The Design Review Board (or Planning Director if not subject to DR) may modify the frontage requirement where the property abuts residential zones in order to create a more effective transition between uses.

   b. The commercial floor shall be a minimum of 13 feet in height. In the BN zone, the height of the structure may exceed the maximum height of structure by three feet for a three-story building with the required 13-foot commercial floor.

   c. Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

2. Where Landscape Category B is specified, the width of the required landscape strip shall be 10 feet for properties within the Moss Bay neighborhood and 20 feet for properties within the South Rose Hill neighborhood. All other provisions of Chapter 95 KZC shall apply.

3. In the BNA zone, developments may elect to provide affordable housing units as defined in Chapter 5 KZC subject to the voluntary use provisions of Chapter 112 KZC.

35.10.030 BC, BC 1, BC 2 Zones

1. In the BC zone, at least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.

2. In the BC 1 and BC 2 zones, the following requirements shall apply to all development that includes residential or assisted living uses:

   a. The development must include commercial use(s) with gross floor area on the ground floor equal to or greater than 25 percent of the parcel size for the subject property. Commercial floor area shall be one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office.

b. The commercial floor shall be a minimum of 13 feet in height.

c. Commercial uses shall be oriented to adjoining arterials.

d. Residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall be a minimum of 20 feet in depth. The Planning Director may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

3. In BC 1 and BC 2 zones, developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. See Chapter 112 KZC for additional affordable housing incentives and requirements.

4. In the BC 1 and BC 2 zones, side and rear yards abutting a residential zone shall be 20 feet.

5. In the BC 1 and BC 2 zones, all required yards for any portion of a structure must be increased one foot for each foot that any portion of the structure exceeds 35 feet above average building elevation (does not apply to Public Park uses).

6. Maximum height of structure is as follows:

   a. In the BC zone, if adjoining a low density zone other than RSX, then 25 feet above average building elevation. Otherwise, 30 feet above average building elevation.

   b. In the BC 1 zone, 35 feet above average building elevation.

   c. In the BC 2 zone, 35 feet above average building elevation. Structure height may be increased to 60 feet in height if:

      1) At least 50 percent of the floor area is residential;

      2) Parking is located away from the street by placing it behind buildings, to the side of buildings, or in a parking structure;

      3) The ground floor is a minimum 15 feet in height for all retail, restaurant, or office uses (except parking garages); and

      4) The required yards of any portion of the structure are increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).

35.10.040 BCX Zones

1. The required yard of any portion of the structure must be increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).

2. The following requirements shall apply to all development that includes residential or assisted living uses:

   a. The development must include commercial use(s) with gross floor area on the ground floor equal to or greater than 25 percent of the parcel size for the subject property. Commercial floor area shall be one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office.

   b. The commercial floor shall be a minimum of 13 feet in height. The height of the structure may exceed the maximum height of structure by three feet.

   c. Commercial uses shall be oriented to adjoining arterials.

   d. Residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall be a minimum of 20 feet in depth. The Planning Director may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

(Ord. 4476 § 2, 2015)

35.10.050 HENC 1 & 3 Zones

(see next page)

35.10.050 HENC 1 and 3 Zones - General Regulations

1. In the HENC 1 and 3 zones:

   a. At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns or offices. These uses shall be oriented to a pedestrian oriented street, a major pedestrian sidewalk, a through-block pathway or the Cross Kirkland Corridor.

   b. Adjacent to NE 68 Street, 106th Avenue NE, 108th Avenue NE and 6th Street South and the Cross Kirkland Corridor (CKC), any portion of a structure greater than two stories in height must be stepped back from the façade below by an average of 15' with a minimum step back of 5'.

      The Design Review Board is authorized to allow rooftop deck and/or garden structures within the step back area.

   c. Development adjoining the Cross Kirkland Corridor shall comply with the standards of KZC 115.24. Safe public pedestrian connections through sites to the Cross Kirkland Corridor are required (for approximate locations see Plate 34-O).

   d. Minimum 14' wide sidewalks are required along NE 68th Street, 106th Avenue NE, 108th Avenue NE and 6th Street South on the side of the right-of-way that abuts HENC 1.

   e. Drive-in and drive-through facilities are allowed for gas stations and drug stores. All other drive-in and drive-through facilities are prohibited.

2. In the HENC 1 zone:

   a. A master circulation and driveway access plan for all of HENC 1 is required with any new development. The plan must include east/west vehicular access through sites on both north and south side of NE 68th Street (see Plate 34-O for approximate locations).

   b. No more than 20% of the gross floor area for any building may include office uses. This requirement does not apply to the area in HENC 1 that is located north of NE 68th Street between the Cross Kirkland Corridor and what would be the northern extension of 106th Avenue NE.

   c. Development adjoining the Cross Kirkland Corridor shall comply with the standards of KZC 115.24. A safe public pedestrian connection through the site to the Cross Kirkland Corridor is required (for approximate location see Plate 34-O).

d. Structure height may be increased to 35' above ABE if;

(1). The development includes a grocery store, hardware store, or drug store containing at least 20,000 square feet of gross floor area.

(2) The development is approved by the Design Review Board.

The plan includes public gathering places, community plazas and public art. At least one of these public areas must measure a minimum of 1500 square feet with a minimum width of 30'.

(3) The commercial floor shall be a minimum of 13 feet in height.

(4) Maximum allowed lot area per residential dwelling unit is 900 square feet.

(5) Development shall comply with City approved green building standards.

(6) If the project contains dwelling units, at least 10% of the units must be affordable per Chapter 112 of the Kirkland Zoning Code.

35.20 Permitted Uses

HENC 1-3

Permitted Uses Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX)
(See also KZC 35.30, Density/Dimensions Table, and KZC 35.40, Development Standards Table)

Use		Required Review Process:		
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)		DR = Design Review, Chapter 142 KZC None = No Required Review Process
		BN, BNA	BC, BC 1, BC 2	BCX
35.20.010	Assisted Living Facility	DR 1, 2, 3	None 1, 2, 4	None 1, 2, 5
35.20.020	Attached or Stacked Dwelling Units*	DR 3	None 4	None 5
35.20.030*	Reserved			
35.20.040	Church	DR 10	None 10	None 10
35.20.050	Community Facility	DR	None	None
35.20.060	Convalescent Center	DR	None 2	None
35.20.070	Entertainment, Cultural and/or Recreational Facility	DR 11, 12, 13, 14	None	None
35.20.080	Government Facility	DR	None	None
35.20.090	Hotel or Motel	NP	None 15	None 15
35.20.100	Mini-School or Mini-Day-Care Center	DR 10, 16, 17	None 10, 16, 17	None 10, 16, 17
35.20.110	Nursing Home	DR	None 2	None

HENC 1-3
DR required for all allowed uses except public parks

HENC 1 & 3

Permitted Uses Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued)
(See also KZC 35.30, Density/Dimensions Table, and KZC 35.40, Development Standards Table)

	Use	Required Review Process: BN, BNA	BC, BC 1, BC 2	BCX
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC DR = Design Review, Chapter 142 KZC None = No Required Review Process NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)		
35.20.120	Office Use	DR 18, 19, 20, 21	None 18, 19	None 18, 19
35.20.130	Private Lodge or Club	DR	None	None
35.20.140	Public Park	See KZC 45.50 for required review process.		
35.20.150	Public Utility	IIA	None	None
35.20.160	Restaurant or Tavern	DR 11, 12, 13	None 11, 13	None 11, 13
35.20.170*	Retail Establishment other than those specifically listed in this zone, selling goods, or providing services	NP	None 11, 12, 23, 30	None 11, 12, 23
35.20.180*	Retail Establishment providing banking and related financial services	DR 11	None 11	None 11
35.20.190*	Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services	DR 11, 12, 13	None 11, 12	None 11, 12
35.20.200	Retail Establishment providing storage services	NP	None 25, 26	None 25
35.20.210*	Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair	NP	None 27	None 6, 7, 8, 9
35.20.220*	Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art	DR 11, 23, 30	None 11, 12, 23, 30	None 11, 12, 23

HENC 1 & 3. DR required for all allowed uses except public parks

Not allowed in HENC 1 & 3

HENC 1 & 3

Permitted Uses Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued)
(See also KZC 35.30, Density/Dimensions Table, and KZC 35.40, Development Standards Table)

Use		Required Review Process:		
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)		DR = Design Review, Chapter 142 KZC None = No Required Review Process
		BN, BNA	BC, BC 1, BC 2	BCX
35.20.230*	Retail Establishment selling groceries and related items	DR 11, 23	None 11, 12, 23, 30	None 11, 12, 23
35.20.240*	Retail Variety or Department Store	DR 11, 23	None 11, 12, 23, 30	None 11, 12, 23
35.20.250	School or Day-Care Center	DR 10, 16, 17	None 10, 16, 17	None 10, 16, 17
35.20.260*	Reserved			
35.20.270	Vehicle Service Station	DR 17, 28, 29	I 28	I 28

HENC 1 & 3
DR required for all allowed uses except public parks

Permitted Uses (PU) Special Regulations:

PU-1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.

PU-2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.

PU-3. This use is only allowed on the street level floor subject to the provisions of KZC 35.10.020(1).

PU-4*. Attached Dwelling Units are not allowed in the BC, BC 1 and BC 2 zones. In the BC zone, this use, with the exception of a lobby, may not be located on the ground floor of a structure. In the BC 1 and BC 2 zones, this use is only allowed subject to the provisions of KZC 35.10.030(2).

and HENC 1 & 3

PU-5*. Attached Dwelling Units are not allowed in the BCX zone. This use is only allowed subject to the provisions of KZC 35.10.040(2).

PU-6*. This use specifically excludes new or used vehicle or boat sales or rentals, except motorcycle sales, service, or rental is permitted if conducted indoors.

PU-7. No openings (i.e., doors, windows which open, etc.) shall be permitted in any facade of the building adjoining to any residentially zoned property. Windows are permitted if they are triple-paned and unable to be opened.

PU-8. Storage of used parts and tires must be conducted entirely within an enclosed structure. Outdoor vehicle parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations.

PU-9. Prior to occupancy of the structure, documentation must be provided and stamped by a licensed professional verifying that the expected noise to be emanating from the site adjoining to any residential zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.

PU-10. May include accessory living facilities for staff persons.

PU-11. Uses with drive-in and drive-through facilities are prohibited in the BN zone. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.

PU-12. Ancillary assembly and manufactured goods on the premises of this use are permitted only if:
a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises.
b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.

PU-13. For restaurants with drive-in or drive-through facilities, one outdoor waste receptacle shall be provided for every eight parking stalls.

PU-14. Entertainment, cultural and/or recreational facilities are only allowed in BNA zone.

PU-15. May include ancillary meeting and convention facilities.

PU-16. A six-foot-high fence is required along the property lines adjacent to the outside play areas.

PU-17. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.

PU-18. The following regulations apply to veterinary offices only:
a. May only treat small animals on the subject property.
b. Outside runs and other outside facilities for the animals are not permitted.
c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application.

PU-19. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:
a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.
b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

PU-20. At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.

PU-21. For properties located within the Moss Bay neighborhood, this use not allowed above the street level floor of any structure.

PU-22*. Reserved.

PU-23. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if:
a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and
b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.

PU-24* Reserved.

PU-25. May include accessory living facilities for resident security manager.

PU-26. This use not permitted in BC 1 and BC 2 zones or if any portion of the property is located within 150 feet of the Cross Kirkland Corridor.

PU-27. Vehicle and boat rental are allowed as part of this use.

PU-28. May not be more than two vehicle service stations at any intersection.

PU-29. This use is not allowed in the BN zone.

PU-30. Retail establishments selling marijuana or products containing marijuana are not permitted on properties abutting the school walk routes shown on Plate 46.

(Ord. 4479 § 1, 2015; Ord. 4476 § 2, 2015)

Code reviser's note: This section of the code has been modified from what was shown in Ord. 4476 to simplify the code and reflect the intent of the City.

35.30 Density/Dimensions

Density/Dimensions Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) ← HENC 1 & 3
(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.40, Development Standards Table)

USE		Minimum Lot Size	* REQUIRED YARDS (See Ch. 115 KZC) Front	Side	Rear	Maximum Lot Coverage	** Maximum Height of Structure ABE = Average Building Elevation
35.30.010	Assisted Living Facility	**BN:** None [3] **BNA:** None [2, 3] **BC, BC 1, BC 2:** None [1] **BCX:** None	**BN, BNA:** [4] **BC, BC 1, BC 2:** [4, 5] **BCX:** [4, 6]				
35.30.020*	Attached or Stacked Dwelling Units	**BN:** None [2, 7] **BC, BCX:** None **BC, BC 1, BC 2:** None [16]	[4]				
35.30.030*	Reserved						
35.30.040	Church	None	**BN, BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0' [8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0' [8] **BCX:** 0'	80%	**BN:** 30' above ABE. [9, 10] **BNA:** 35' above ABE. [9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.050	Community Facility	None	**BN, BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0' [8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0' [8] **BCX:** 0'	80%	**BN:** 30' above ABE. [9, 10] **BNA:** 35' above ABE. [9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.060	Convalescent Center	None	**BN, BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0' [8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0' [8] **BCX:** 0'	80%	**BNA:** 35' above ABE. [9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.070	Entertainment, Cultural and/or Recreational Facility	None **BNA:** None [13]	**BNA:** 10' **BC:** 20' **BC 1, BC 2:** 10' **BCX:** 20'	**BNA:** 10' **BC, BC 1, BC 2:** 0' [8] **BCX:** 0'	**BNA:** 10' **BC, BC 1, BC 2:** 0' [8] **BCX:** 0'	80%	**BN:** 30' above ABE. [9, 10] **BNA:** 35' above ABE. [9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.

HENC 1 & 3 → (Assisted Living Facility, Attached or Stacked Dwelling Units)

* See attached for required yards for HENC 1 & 3.
** Maximum height in HENC 1 & 3 [12] is 30' above ABE, except see 35.10.050.

Density/Dimensions Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) - HENC 1&3
(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.40, Development Standards Table)

USE		Minimum Lot Size	* REQUIRED YARDS (See Ch. 115 KZC) Front	Side	Rear	Maximum Lot Coverage	** Maximum Height of Structure ABE = Average Building Elevation
35.30.080	Government Facility	None	**BN, BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.090	Hotel or Motel	None	**BC, BCX:** 20' **BC 1, BC 2:** 10'	**BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.100	Mini-School or Mini-Day-Care Center	None	**BN:** 0' **BNA, BC 1, BC 2:** 10' **BC, BCX:** 20'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.110	Nursing Home	None	**BN, BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.120	Office Use	None	**BN:** 0' **BNA, BC 1, BC 2:** 10' **BC, BCX:** 20'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.130	Private Lodge or Club	None	**BN, BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.140	Public Park	Development standards will be determined on a case-by-case basis.					
35.30.150	Public Utility	None	**BN, BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 20' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 20' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.

*See attached for required yards for HENC 1&3. (Except public parks)
**Maximum height in HENC 1&3 is 30' above ABE, except see 35.10.050.

Density/Dimensions Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) ← HENC 1≠3
(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.40, Development Standards Table)

USE		Minimum Lot Size	* REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	** Maximum Height of Structure ABE = Average Building Elevation
			Front	Side	Rear		
35.30.160	Restaurant or Tavern	None[12]	**BN:** 0' **BNA, BC 1, BC 2:** 10' **BC, BCX:** 20'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.170*	Retail Establishment other than those specifically listed in this zone, selling goods, or providing services	None	**BC, BCX:** 20' **BC 1, BC 2:** 10'	**BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.180*	Retail Establishment providing banking and related financial services	None[12]	**BN:** 0' **BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.190*	Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services	None[12]	**BN:** 0' **BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.200	Retail Establishment providing storage services	None	**BC, BCX:** 20'	**BC:** 0'[8] **BCX:** 0'	**BC:** 0'[8] **BCX:** 0'	80%	**BC:** [11] **BCX:** 30' above ABE.
35.30.210*	Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair	None	**BC, BCX:** 20' **BC 1, BC 2:** 10'	**BC, BCX, BC 1, BC 2:** 0'[8]	**BC, BCX, BC 1, BC 2:** 0'[8]	80%	**BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.220*	Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art	None[14] HENC 1≠3 None	**BN:** 0' **BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.230*	Retail Establishment selling groceries and related items	None[14] HENC 1≠3 None	**BN:** 0' **BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.

* See attached for required yards for HENC 1≠3.
** Maximum height in HENC 1≠3 is [29] 30' above ABE, except see 35.10.050.

Density/Dimensions Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) ← HENC 1→3
(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.40, Development Standards Table)

USE		Minimum Lot Size	* REQUIRED YARDS (See Ch. 115 KZC) Front	Side	Rear	Maximum Lot Coverage	** Maximum Height of Structure ABE = Average Building Elevation
35.30.240*	Retail Variety or Department Store	None[14] HENC 1→3 None	**BN:** 0' **BC, BCX:** 20' **BNA, BC 1, BC 2:** 10'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.250	School or Day-Care Center	None	**BN:** 0' **BNA, BC 1, BC 2:** 10' **BC, BCX:** 20'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10, 15] **BNA:** 35' above ABE.[9, 10, 15] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.260*	Reserved						
35.30.270	Vehicle Service Station	22,500 sq. ft.	40'	15'	15'	80%	**BNA:** 35' above ABE.[9, 10] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
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Density/Dimensions (DD) Special Regulations:

DD-1. In BC 1 and BC 2, subject to density limits listed for attached and stacked dwelling units. For density purposes, two assisted living units constitute one dwelling unit.

DD-2. In the BNA zone, the gross floor area of this use shall not exceed 50 percent of the total gross floor area on the subject property.

DD-3. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of stacked dwelling units allowed on the subject property.

DD-4. Same as the regulations for the ground floor use.

DD-5. See KZC 35.10.030(2).

DD-6. See KZC 35.10.040(2).

* See attached for required yards for HENC 1→3, except vehicle service station.
** Maximum height in HENC 1→3 is 30' above ABE, except see 35.10.050.

35.30 Density/Dimensions Charts for HENC 1 and 3 Zones

Required Yards:

All retail uses (except storage services) and restaurants or taverns

Front 0, Side 0, Rear 0

Remaining ground floor uses:

Front 10', Side 0, Rear 0

DD-7. The minimum amount of lot area per dwelling unit is as follows:
a. In the BN zone, 900 square feet.
b. In the BNA zone:
i. North of NE 140th Street, 1,800 square feet.
ii. South of NE 124th Street, 2,400 square feet.

DD-8. See KZC 35.10.030(4) and (5).

DD-9. If adjoining a low density zone other than RSX or RSA, then 25 feet above ABE.

DD-10. See KZC 35.10.020(1)(b).

DD-11. See KZC 35.10.030(5) and (6).

DD-12. Gross floor area for this use may not exceed 10,000 square feet, except in the BN zone the limit shall be 4,000 square feet.

DD-13. Gross floor area for this use may not exceed 10,000 square feet.

DD-14. The gross floor area for this use may not exceed 10,000 square feet. Exceptions:
a. Retail establishments selling groceries and related items in the BNA zone are not subject to this limit.
b. In the BN zone, the limit shall be 4,000 square feet.

DD-15. For school use, structure height may be increased, up to 35 feet, if:
a. The school can accommodate 200 or more students; and
b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and
c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan.
d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements.
This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.

DD-16. Nine hundred square feet per unit in BC 1 and BC 2.

DD-17. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.

(Ord. 4476 § 2, 2015)

**Code reviser's note: This section of the code has been modified from what was shown in Ord. 4476 to simplify the code and reflect the intent of the City.*

35.40 Development Standards

Development Standards Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) ← HENC 1#3
(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
35.40.010	Assisted Living Facility	1	A	1.7 per independent unit. 1 per assisted living unit.
35.40.020	Attached or Stacked Dwelling Units	1	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.
35.40.030*	Reserved			
35.40.040	Church	C	B	1 for every four people based on maximum occupancy load of any area of worship.[3]
35.40.050	Community Facility	C[4]	B **BN, BNA:** B[5]	See KZC 105.25.
35.40.060	Convalescent Center	C **BN, BNA:** B[6]	B	1 for each bed.
35.40.070	Entertainment, Cultural and/or Recreational Facility	B **BNA:** B[6]	E **BNA:** D	See KZC 105.25.
35.40.080	Government Facility	C[4]	B **BN, BNA:** B[5]	See KZC 105.25.
35.40.090	Hotel or Motel	B	E	1 per each room.[7]
35.40.100	Mini-School or Mini-Day-Care Center	D **BN, BNA:** B[6]	B	See KZC 105.25.[8, 9]
35.40.110	Nursing Home	C **BN, BNA:** B[6]	B	1 for each bed.

Development Standards Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) ← HENC 1#3
(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
35.40.120	Office Use	**BN, BNA:** B[6] → HENC 1#3 **BC, BC 1, BC 2:** C **BCX:** B	D	1 per each 300 sq. ft. of gross floor area.[13]
35.40.130	Private Lodge or Club	C **BN, BNA:** B[6]	B	1 per each 300 sq. ft. of gross floor area.
35.40.140	Public Park	Development standards will be determined on a case-by-case basis.		
35.40.150	Public Utility	A[4]	B **BN, BNA:** B[5]	See KZC 105.25.
35.40.160	Restaurant or Tavern	**BN, BNA:** B[6] **BC, BC 1, BC 2, BCX:** B[10]	E **BN, BNA:** D	1 per each 100 sq. ft. of gross floor area.
35.40.170*	Retail Establishment other than those specifically listed in this zone, selling goods, or providing services	B	E	1 per each 300 sq. ft. of gross floor area.
35.40.180*	Retail Establishment providing banking and related financial services	B[6] → HENC 1#3	**BN, BNA:** D **BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.
35.40.190*	Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services	B[6] → HENC 1#3	**BN, BNA:** D **BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.
35.40.200	Retail Establishment providing storage services	A	E	See KZC 105.25.
35.40.210*	Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair	A	E	**BC, BC 1, BC 2:** See KZC 105.25.[11] **BCX:** 1 per each 250 sq. ft. of gross floor area.[2]
35.40.220*	Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art	B[6] → HENC 1#3	**BN, BNA:** D **BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.

Development Standards Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) HENC 13-3
(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
35.40.230*	Retail Establishment selling groceries and related items	B[6]	**BN, BNA:** D **BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.
35.40.240*	Retail Variety or Department Store	B[6]	**BN, BNA:** D **BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.
35.40.250	School or Day-Care Center	D **BN, BNA:** B[6]	B	See KZC 105.25.[9, 12]
35.40.260*	Reserved			
35.40.270	Vehicle Service Station	A	E **BNA:** D	See KZC 105.25.

Development Standards (DS) Special Regulations:

DS-1. Same as the regulations for the ground floor use.

DS-2. Ten percent of the required parking spaces on site must have a minimum dimension of 10 feet wide by 30 feet long for motor home/travel trailer use.

DS-3. No parking is required for day-care or school ancillary to this use.

DS-4. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.

DS-5. One pedestal sign with a readerboard having electronic programming is allowed at a fire station only if:
a. It is a pedestal sign (see Plate 12) having a maximum of 40 square feet of sign area per sign face;
b. The electronic readerboard is no more than 50 percent of the sign area;
c. Moving graphics and text or video are not part of the sign;
d. The electronic readerboard does not change text and/or images at a rate less than one every seven seconds and shall be readily legible given the text size and the speed limit of the adjacent right-of-way;
e. The electronic readerboard displays messages regarding public service announcements or City events only;
f. The intensity of the display shall not produce glare that extends to adjacent properties and the signs shall be equipped with a device which automatically dims the intensity of the lights during hours of darkness;

g. The electronic readerboard is turned off between 10:00 p.m. and 6:00 a.m. except during emergencies;
h. It is located to have the least impact on surrounding residential properties.
If it is determined that the electronic readerboard constitutes a traffic hazard for any reason, the Planning Director may impose additional conditions.

DS-6. See KZC 35.10.020(2).

DS-7. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.

DS-8. 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.

DS-9. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.

DS-10. For restaurants with drive-in or drive-through facilities Landscape Category A shall apply.

DS-11. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.

DS-12. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.

DS-13. If a medical, dental or veterinary office, then one per each 200 square feet of gross floor area.

(Ord. 4487 § 1, 2015; Ord. 4476 § 2, 2015)

**Code reviser's note: This section of the code has been modified from what was shown in Ord. 4476 to simplify the code and reflect the intent of the City.*

92.05 INTRODUCTION

1. General – This chapter establishes the design regulations that apply to development in Design Districts including the Central Business District (CBD), Market Street Corridor (MSC), Neighborhood Business Districts (BN, BNA), Juanita Business District (JBD), Rose Hill Business District (RHBD), Totem Lake Business District (TLBD), North Rose Hill Business District (NRHBD), Business District Core (BDC), Yarrow Bay Business District (YBD) and in PLA 5C, Houghton/Everest Neighborhood Center (HENC). Special provisions that apply to a particular Design District are noted in the section headings of the chapter.

2. Applicability – The provisions of this chapter apply to all new development, with the exception of development in the TL 7 zone. The provisions of Chapters 142 and 162 KZC regarding Design Review and nonconformance establish which of the regulations of this chapter apply to developed sites. Where provisions of this chapter conflict with provisions in any other section of the code, this chapter prevails. For more information on each Design District refer to the Design Guidelines applicable to that Design District adopted by reference in Chapter 3.30 KMC.

3. Design Review Procedures – The City will use Chapter 142 KZC to apply the regulations of this chapter to development activities that require Design Review approval.

4. Relationship to Other Regulations – Refer to the following chapters of the Zoning Code for additional requirements related to new development on or adjacent to the subject property.

   a. Landscaping – Chapter 95 KZC describes the installation and maintenance of landscaping requirements on the subject property.

   b. Installation of Sidewalks, Public Pedestrian Pathways and Public Improvements – Chapter 110 KZC describes the regulations for the installation of public sidewalks, major pedestrian sidewalks, pedestrian-oriented sidewalks, or other public improvements on or adjacent to the subject property in zones subject to Design Review. Plate 34 in Chapter 180 KZC provides the location and designation of the sidewalk, pedestrian walkways, pathways or other required public improvements within each Design District.

   c. Pedestrian Access to Buildings, Installation of Pedestrian Pathways, Pedestrian Weather Protection – Chapter 105 KZC describes the requirements for pedestrian access to buildings and between properties, through parking areas and requirements for pedestrian weather protection. See also Plate 34 in Chapter 180 KZC.

   d. Parking Area Location and Design, Pedestrian and Vehicular Access – Chapter 105 KZC describes the requirements for parking lot design, number of driveways, or pedestrian and vehicular access through parking areas.

   e. Screening of Loading Areas, Outdoor Storage Areas and Garbage Receptacles – Chapter 95 KZC describes the location and screening requirements of outdoor storage. Chapter 115 KZC describes the screening of loading areas, waste storage and garbage disposal facilities.

5. Dedication – The City may require the applicant to dedicate development rights, air space, or an easement to the City to ensure compliance with any of the requirements of this chapter.

6. Design Districts in Rose Hill Business District – Various places in this chapter refer to the three (3) Design Districts in the Rose Hill Business District: Regional Center, Neighborhood Center and East End. Figure 92.05.A below describes where these are located. For a more detailed description of each area, see the Design Guidelines for the Rose Hill Business District adopted by reference in Chapter 3.30 KMC.

1) Locate and orient the building towards the street corner (within 10 feet of corner property line). To qualify for this option, the building must have direct pedestrian access from the street corner. Exception: Properties in the RHBD Regional Center must provide a 10-foot minimum setback between NE 85th Street and any building.

2) Provide an architectural feature that adds identity or demarcation of the area. Such an architectural element may have a sign incorporated into it (as long as such sign does not identify an individual business or businesses) (see Figure 92.10.D).

3) Provide a "pedestrian-oriented space" at the corner leading directly to a building entry or entries (see KZC 92.15 and Figure 92.10.D).

4) Install substantial landscaping (at least 30-foot by 30-foot or 900 square feet of ground surface area with trees, shrubs, and/or ground cover).

b. RHBD Properties Located at the 124th, 126th, and 128th Avenue NE Intersections – Buildings must be located at the street corner and provide pedestrian-oriented facades along both streets. Exceptions:

1) Setbacks will be allowed only where the space between the sidewalk and the building meets the definition of a pedestrian-oriented space. An example is shown in Figure 92.10.D.

2) Vehicle sales and properties on the west side of the 124th Avenue NE are exempt from this standard because of transmission line easement limitations.

Building located directly on a street corner with direct pedestrian access and pedestrian-oriented facades.

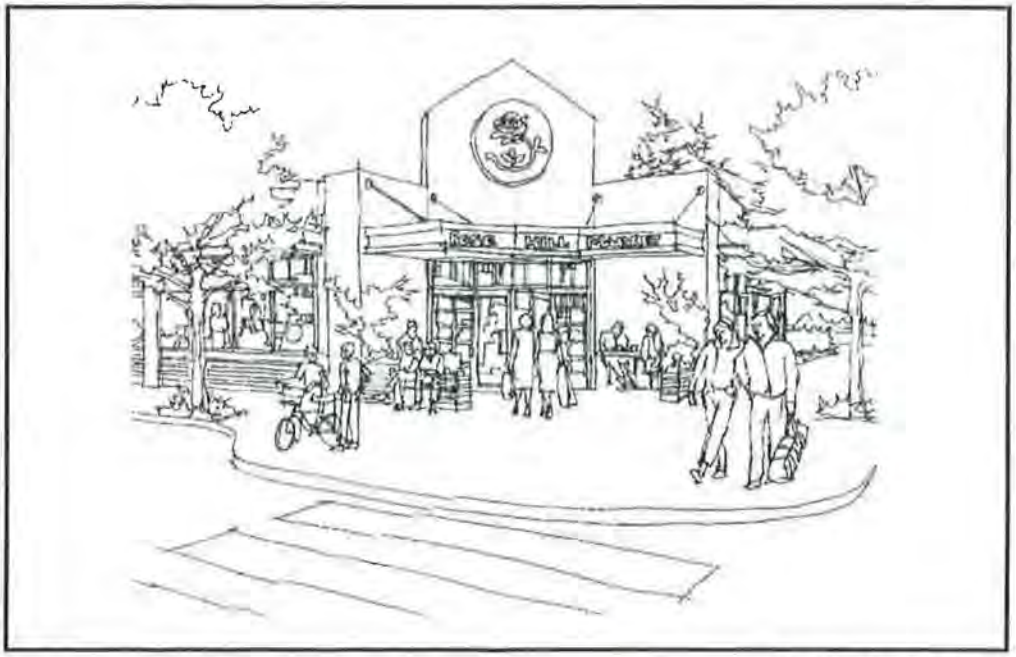


FIGURE 92.10.D

7. Building Location at Street Corners in CBD and HENC 1 #3

a. Building Corners in the CBD and HENC 1 #3 – If the subject property is adjacent to the intersection of two (2) streets, at least one (1) of which is a pedestrian-oriented street, the applicant shall use

92.15 PEDESTRIAN-ORIENTED IMPROVEMENTS ON OR ADJACENT TO THE SUBJECT PROPERTY

1. All Zones – Pedestrian-Oriented Space and Plazas in Parking Areas – The applicant must provide at least 175 square feet of pedestrian-oriented space at the main building entrance in a central location, or adjacent to a parking area. This area must be raised at least six (6) inches above the parking lot surface and must be paved with concrete or unit pavers.

2. Pedestrian-Oriented Space and Plazas in BDC, CBD, BN, BNA, MSC 2, NRHBD, RHBD and TLBD Zones

   a. In the CBD, BN, BNA, MSC 2 or in BDC – If the subject property abuts a pedestrian-oriented street (see Plate 34 in Chapter 180 KZC) or public park, the space, if any, between the sidewalk and the building must be developed consistent with the following criteria:

      1) Enhance visual and pedestrian access, including handicapped access, onto the subject property from the sidewalk.

      2) Contain paved walking surface of either concrete or approved unit pavers.

      3) Contain on-site or building-mounted lighting which provides adequate illumination.

      4) Contain two (2) linear feet of seating area or one (1) individual seat per 65 square feet of area between the sidewalk and the building.

      5) Contain landscaping such as trees, shrubs, trellises, or potted plants.

      6) It may not include asphalt or gravel pavement or be adjacent to an unscreened parking area, a chain link fence or a blank wall which does not comply with the requirements of subsection (3) of this section, Blank Wall Treatment.

      7) An alternative solution for the pedestrian-oriented space may be established through a Conceptual Master Plan in TL 2.

   b. In the NRHBD Zones – If the subject property abuts a major pedestrian sidewalk on the southwest corner of NE 116th Street and 124th Avenue NE (see Plate 34 in Chapter 180 KZC), the space, if any, between the sidewalk and the building must be developed consistent with the following criteria:

      1) Enhance visual and pedestrian access, including handicapped access, onto the subject property from the sidewalk.

      2) Contain paved walking surface of either concrete or approved unit pavers.

      3) Contain on-site or building-mounted lighting which provides adequate illumination.

      4) Contain two (2) linear feet of seating area or one (1) individual seat per 65 square feet of area between the sidewalk and the building.

      5) Contain landscaping, such as trees, shrubs, trellises, or potted plants.

      6) In the alternative, the pedestrian-oriented space can be integrated with a pedestrian connection linking Slater Avenue NE and NE 116th Street, anywhere on the subject property, consistent with the criteria in subsections (2)(b)(1) through (5) of this section.

   c. In the RHBD and TLBD Zones – All nonresidential uses must provide pedestrian-oriented space in conjunction with new development according to the formula below. For the pur-

2. Standards. The applicant shall provide the following at a minimum:

   a. Living plant material which will cover 80 percent of the area to be landscaped within two (2) years. If the material to be used does not spread over time, the applicant shall re-plant the entire area involved immediately. Any area that will not be covered with living plant material must be covered with nonliving groundcover.

   b. One (1) tree for each 1,000 square feet of area to be landscaped. At the time of planting, deciduous trees must be at least two (2) inches in caliper and coniferous trees must be at least five (5) feet in height.

   c. If a development requires approval through Process I, IIA or IIB as described in Chapters 145, 150 and 152 KZC, respectively, the City may require additional vegetation to be planted along a building facade if:

      1) The building facade is more than 25 feet high or more than 50 feet long; or

      2) Additional landscaping is necessary to provide a visual break in the facade.

   d. In RHBD varieties of rose shrubs or ground cover along with other plant materials shall be included in the on-site landscaping.

   e. If development is subject to Design Review as described in Chapter 142 KZC, the City will review plant choice and specific plant location as part of the Design Review approval. The City may also require or permit modification to the required plant size as part of Design Review approval.

(Ord. 4238 § 2, 2010)

95.42 Minimum Land Use Buffer Requirements

The applicant shall comply with the provisions specified in the following chart and with all other applicable provisions of this chapter. Land use buffer requirements may apply to the subject property, depending on what permitted use exists on the adjoining property or, if no permitted use exists, depending on the zone that the adjoining property is in.

LANDSCAPING CATEGORY ↓ / ADJOINING PROPERTY →	*Public park or low density residential use or if no permitted use exists on the adjoining property then a low density zone.	Medium or high density residential use or if no permitted use exists on the adjoining property then a medium density or high density zone.	Institutional or office use or if no permitted use exists on the adjoining property then an institutional or office zone.	A commercial use or an industrial use or if no permitted use exists on the adjoining property then a commercial or industrial zone.
A	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (2) (Buffering Standard 2)	
B	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (1) (Buffering Standard 1)		
C	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (2) (Buffering Standard 2)		
D	Must comply with subsection (2) (Buffering Standard 2)			
E				
Footnotes:	*If the adjoining property is zoned Central Business District, Juanita Business District, North Rose Hill Business District, Rose Hill Business District, Business District Core or is located in TL 5, this section KZC 95.42 does not apply. ← Houghton Everest Neighborhood Center			

This chart establishes which buffering standard applies in a particular case. The following subsections establish the specific requirement for each standard:

1. For standard 1, the applicant shall provide a 15-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall. Except for public utilities, the fence or wall must be placed on the outside edge of the land use buffer or on the property line when adjacent to private property. For public utilities, the fence or wall may be placed either on the outside or inside edge of the landscaping strip. A fence or wall is not required when the land use buffer is adjacent and parallel to a public right-of-way that is improved for vehicular use. See KZC 115.40 for additional fence standards. The land use buffer must be planted as follows:

   a. Trees planted at the rate of one (1) tree per 20 linear feet of land use buffer, with deciduous trees of two and one-half (2-1/2) inch caliper, minimum, and/or coniferous trees eight (8) feet in height, minimum. At least 70 percent of trees shall be evergreen. The trees shall be distributed evenly throughout the buffer, spaced no more than 20 feet apart on center.

   b. Large shrubs or a mix of shrubs planted to attain coverage of at least 60 percent of the land use buffer area within two (2) years, planted at the following sizes and spacing, depending on type:

      1) Low shrub – (mature size under three (3) feet tall), 1- or 2-gallon pot or balled and burlapped equivalent;

      2) Medium shrub – (mature size from three (3) to six (6) feet tall), 2- or 3-gallon pot or balled and burlapped equivalent;

      3) Large shrub – (mature size over six (6) feet tall), 5-gallon pot or balled and burlapped equivalent.

c. Living ground covers planted from either 4-inch pot with 12-inch spacing or 1-gallon pot with 18-inch spacing to cover within two (2) years 60 percent of the land use buffer not needed for viability of the shrubs or trees.

2. For standard 2, the applicant shall provide a 5-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall. Except for public utilities, the fence or wall must be placed on the outside edge of the land use buffer or on the property line when adjacent to private property. For public utilities, the fence or wall may be placed either on the outside or inside edge of the landscaping strip. A fence or wall is not required when the land use buffer is adjacent and parallel to a public right-of-way that is improved for vehicular use. See KZC 115.40 for additional fence standards. The landscaped strip must be planted as follows:

   a. One (1) row of trees planted no more than 10 feet apart on center along the entire length of the buffer, with deciduous trees of 2-inch caliper, minimum, and/or coniferous trees at least six (6) feet in height, minimum. At least 50 percent of the required trees shall be evergreen.

   b. Living ground covers planted from either 4-inch pot with 12-inch spacing or 1-gallon pot with 18-inch spacing to cover within two (2) years 60 percent of the land use buffer not needed for viability of the trees.

3. Plant Standards. All plant materials used shall meet the most recent American Association of Nurserymen Standards for nursery stock: ANSI Z60.1.

4. Location of the Land Use Buffer. The applicant shall provide the required buffer along the entire common border between the subject property and the adjoining property.

5. Multiple Buffering Requirement. If the subject property borders more than one (1) adjoining property along the same property line, the applicant shall provide a gradual transition between different land use buffers. This transition must occur totally within the area which has the less stringent buffering requirement. The specific design of the transition must be approved by the City.

6. Adjoining Property Containing Several Uses. If the adjoining property contains several permitted uses, the applicant may provide the least stringent land use buffer required for any of these uses.

7. Subject Property Containing Several Uses. If the subject property contains more than one (1) use, the applicant shall comply with the land use buffering requirement that pertains to the use within the most stringent landscaping category that abuts the property to be buffered.

8. Subject Property Containing School. If the subject property is occupied by a school, land use buffers are not required along property lines adjacent to a street.

9. Encroachment into Land Use Buffer. Typical incidental extensions of structures such as chimneys, bay windows, greenhouse windows, cornices, eaves, awnings, and canopies may be permitted in land use buffers as set forth in KZC 115.115(3)(d); provided, that:

   a. Buffer planting standards are met; and

   b. Required plantings will be able to attain full size and form typical to their species.

(Ord. 4495 § 2, 2015; Ord. 4238 § 2, 2010)

i. Nonconforming access easements and tracts which were legally created shall not be required to comply with the dimensional standards of subsection (1) of this section.

(Ord. 4491 §§ 3, 4, 2015; Ord. 4350 § 1, 2012; Ord. 4072 § 1, 2007; Ord. 3954 § 1, 2004; Ord. 3852 § 1, 2002; Ord. 3814 § 1, 2001)

105.12 Maximum Allowable Grade

The slope of vehicular access easements and tracts, and the slope of entrance and exit driveways, except driveways for detached single-family residences, shall not exceed six (6) percent for the first 20 feet from the face of the abutting right-of-way curb. Thereafter, the slope shall not exceed 15 percent. The Departments of Public Works and Fire are authorized to modify the standards for maximum allowable grade on a case-by-case basis.

105.15 Exception in Design Districts

If the subject property is within a Design District, the requirements contained within the applicable use zone charts, Chapter 92 or 110 KZC supersede any conflicting provisions of this chapter. The provisions of this chapter that do not conflict with the Design District chapters and Chapter 92 KZC apply to properties in their respective zones.

(Ord. 4320 § 1, 2011; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3944 § 1, 2004; Ord. 3833 § 1, 2002)

105.17 Site Plan Review

Before commencing any development activity on a new parking area or any alteration or improvement to an existing parking area (except routine maintenance), the applicant must submit a site plan for approval by the Planning and Building Department. Parking areas must comply with the Zoning Code. The site plan must be drawn to scale and show the following items:

1. All buildings on the subject property.
2. All parking and driving areas and pedestrian and bicycle facilities on the subject property.
3. All landscaping and buffering on the subject property.
4. The nature of the use of all adjoining properties.
5. All adjoining rights-of-way.
6. All transit stops and/or facilities on abutting rights-of-way.

(Ord. 4491 § 3, 2015)

105.18 Pedestrian Access

1. General – Promoting an interconnected network of pedestrian routes within neighborhoods is an important goal within the City. Providing pedestrian access from buildings to abutting rights-of-way, walkways and other uses on the subject property, and connections between properties help meet the objectives of nonmotorized transportation policies. Installing pedestrian connections and other pedestrian improvements with new development reduces the reliance on vehicles, reduces traffic congestion and promotes nonmotorized travel options and provides health benefits. This section establishes regulations for pedestrian access that primarily serves users of the subject property and for which dedication of public access rights is not required. KZC 105.19 establishes regulations for public pedestrian access for which dedication of public access is required.

2. Pedestrian Access – Location – All new development, except detached single-family and duplex uses, shall comply with the following pedestrian access requirements pursuant to the standards in subsection (3) of this section:

   a. From Buildings to Sidewalks and Transit Facilities – Provide pedestrian walkways designed to minimize walking distance from the primary entrances to all buildings to the abutting right-of-way, pedestrian walkway and transit facilities pursuant to the applicable standard in subsection (3) of this section.

   b. Between Uses on Subject Property – Provide pedestrian walkways between the primary entrances to all businesses, uses, and/or buildings on the subject property pursuant to the applicable standard in subsection (3) of this section.

   c. Along Building Facades Not Adjacent to a Sidewalk in the Rose Hill Business District (RHBD) and Totem Lake Business District (TLBD) Design Districts – In RHBD and TLBD Design Districts, for buildings that do not front on a public sidewalk, a pedestrian walkway shall be provided along the entire facade of all building facades containing the primary entrance (see Figure 105.18.A). The walkway shall meet the through-block pedestrian pathway standards in KZC 105.19(2)(b) (see also Figure 105.19.A) except public dedication will typically not be required. Exceptions may be approved as part of Design Review in the following circumstances: where new development is less than 2,000 square feet of gross floor area, features a landscaped front yard area and parking is located to the side or rear, only direct pedestrian access shall be provided from the abutting sidewalk to the primary entrance to the buildings.

   d. Between Properties – Provide pedestrian walkways connecting to adjacent properties pursuant to the applicable standards in subsection (3) of this section. Exceptions: Pedestrian connections to industrial uses are not required. The location for the access points at property edges and to adjacent lots shall be coordinated with existing and planned development to provide convenient pedestrian links between developments. Where there are topographic changes in elevation between properties, stairs or ramps shall be provided to make the pedestrian connection.

   e. Through Parking Areas – All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. The walkways must meet the development standards pursuant to subsection (3) of this section (see Figures 105.18.B and C).

   f. Through Parking Garages – Provide marked pedestrian routes through parking garages from the parking area to the abutting public right-of-way and to the pedestrian entrance of the building. Install walkways pursuant to standards in subsection (3) of this section.

3. Pedestrian Access – Required Improvements

   a. Pedestrian Walkway Standards – General – The applicant shall install pedestrian walkways pursuant to the following standards:

      1) Must be at least five (5) feet wide;

      2) Must be distinguishable from traffic lanes by painted markings, pavement material, texture, or raised in elevation;

      3) Must have adequate lighting for security and safety. Lights must be nonglare and mounted no more than 20 feet above the ground;

      4) Must be centrally located on the subject property;

5) Must be accessible;

6) Barriers which limit future pedestrian access between the subject property and adjacent properties are not permitted;

7) Easements to provide rights of access between adjacent properties shall be recorded prior to project occupancy.

b. Overhead Weather Protection – Location – The applicant shall provide pedestrian overhead weather protection in the following locations:

1) Along any portion of the building which is adjacent to a pedestrian walkway or sidewalk;

2) Over the primary exterior entrance to all buildings including residential units.

3) Exceptions in Design Districts:

In CBD Zones: Along at least 80 percent of the frontage of the subject property on each pedestrian-oriented street.

HENC 1#3

In RHBD, BN, BNA, MSC 2 and TLBD Zones: Along at least 75 percent of a pedestrian-oriented building facade.

In JBD Zones: Along 100 percent of a building facade abutting a street or through-block pathway.

For more information regarding designated pedestrian-oriented streets see Plate 34 in Chapter 180 KZC, and pedestrian-oriented facades in Chapter 92 KZC.

c. Overhead Weather Protection – Configuration – The overhead weather protection may be composed of awnings, marquees, canopies, building overhangs, covered porches, recessed entries or other similar features. The overhead weather protection must cover at least five (5) feet of the width of the adjacent walkway and must be at least eight (8) feet above the ground immediately below it.

If development is subject to Design Review, the City will specifically review and approve the color, material and configuration of all overhead weather protection and the material and configuration of all pedestrian walkways as part of the Design Review decision.

Pedestrian Walkway Along Building Facade

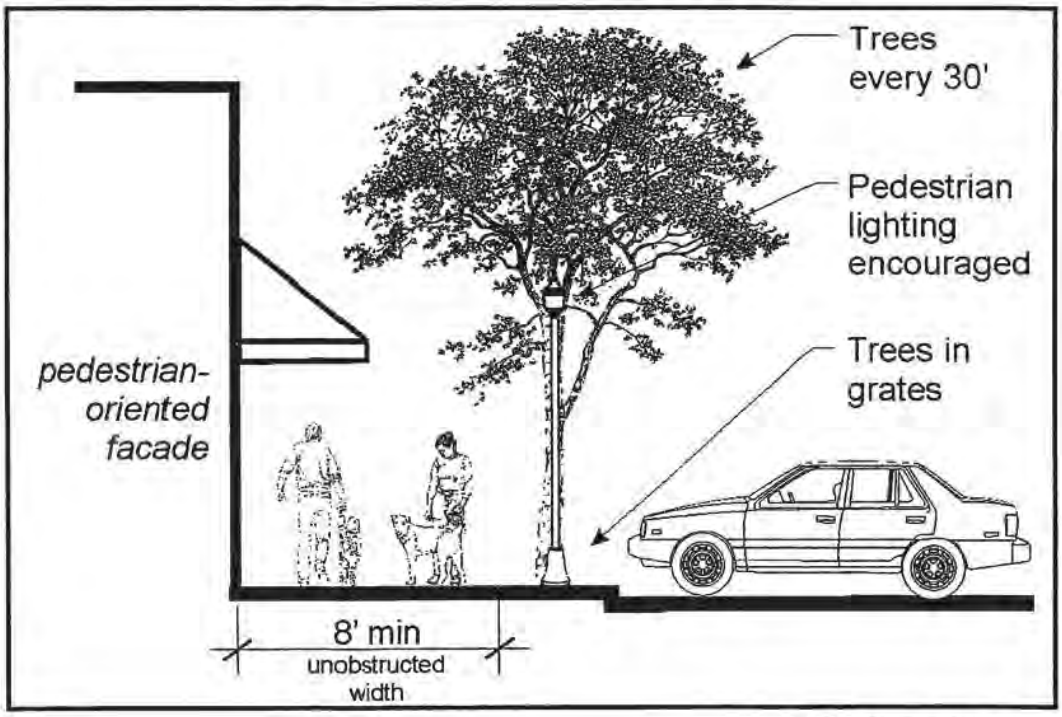


FIGURE 105.18.A

d. Pedestrian Walkways Through Parking Areas and Parking Garage Standards – The applicant shall install pedestrian walkways through parking areas and parking garages pursuant to the following standards (see Figure 105.18.B):

1) Must be installed pursuant to the standards described in subsection (3)(a) of this section;

2) Walkway shall not use vehicle entrance or exit driveways from the parking area to a public right-of-way;

3) Must connect from the parking spaces to the pedestrian entrance of the building served by the parking.

Pedestrian Access From Street or Pedestrian Walkway to Building Entrance

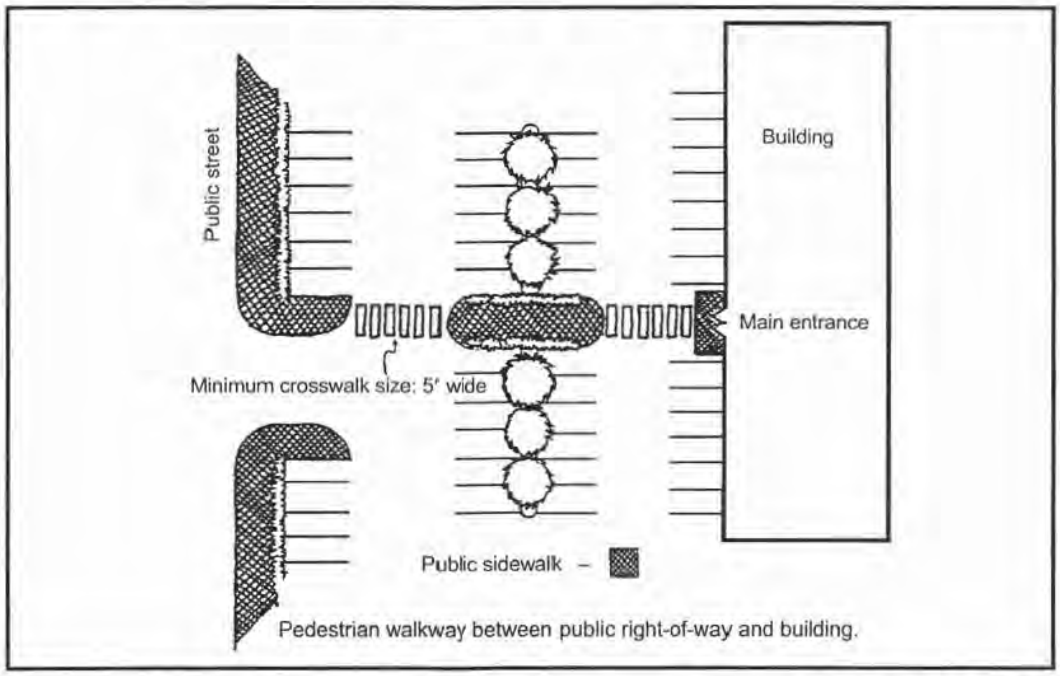


FIGURE 105.18.B

4) All parking lots that contain more than 25,000 square feet of paved area, including access lanes and driveways, must include clearly identified pedestrian routes from the parking stalls to the main building entrance or central location (see Figure 105.18.C). At a minimum, walkways must be provided for every three (3) driving aisles or at a distance of not more than 150-foot intervals, whichever is less, and meet the standards of subsection (3)(a) of this section.

Pathways must be provided through parking areas.

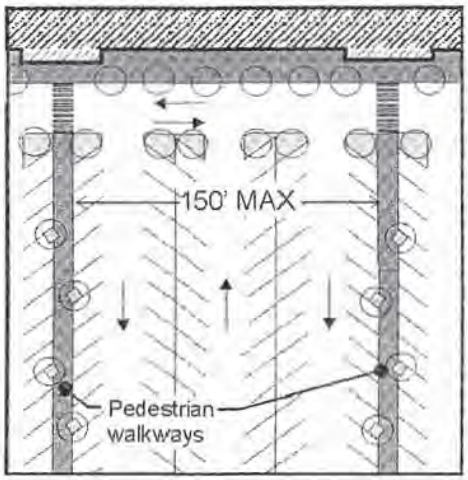


FIGURE 105.18.C

(Ord. 4495 § 2, 2015; Ord. 4390 § 1, 2012; Ord. 4350 § 1, 2012; Ord. 4320 § 1, 2011; Ord. 4121 § 1, 2008; Ord. 4097 § 1, 2007)

105.50 Location of Parking Areas – Adjoining Low Density Zones

The applicant shall locate a parking area for a use other than a detached dwelling unit as far as possible from any adjoining low density zone, or existing low density permitted use.

105.55 Location of Parking Areas – Required Setback Yards

For regulations on parking areas in required setback yards, see Chapter 115 KZC.

105.58 Location of Parking Areas Specific to Design Districts

If the subject property is located in a Design District, the applicant shall locate parking areas on the subject property according to the following requirements:

1. Location of Parking Areas in the CBD, BDC (TL 1, TL 2, TL 3) Zones

   a. Parking areas shall not be located between a pedestrian-oriented street and a building unless specified in a Conceptual Master Plan in TL 2. (See Plate 34 in Chapter 180 KZC and Chapters 92 and 110 KZC for additional requirements regarding pedestrian-oriented streets).

   b. On all other streets, parking lots shall not be located between the street and the building on the subject property unless no other feasible alternative exists.

2. Location of Parking Areas in the JBD 2, NRHBD and YBD Zones – Parking areas shall not be located between the street and the building unless no other feasible alternative exists on the subject property.

3. Location of Parking Areas in Certain TLBD and RHBD Zones – Parking areas and vehicular access may not occupy more than 50 percent of the street frontage in the following zones (see Figure 105.58.A):

   a. TL 4, only properties fronting on 120th Avenue NE;

   b. TL 5;

   c. TL 6A, only properties fronting on 124th Avenue NE. Auto dealers in this zone are exempt from this requirement;

   d. TL 6B, only properties fronting on NE 124th Street;

   e. TL 10E.

   Alternative configurations may be considered through the Design Review process, if the project meets the objectives of the KMC Design Guidelines for the Totem Lake Business District.

   f. In the Regional Center (RH 1A, RH 2A, RH 3 and RH 5A zones west of 124th Avenue). For parcels over two (2) acres in size, parking lots and vehicular access areas may not occupy more than 50 percent of the NE 85th Street property frontage (see Figure 105.58.A). Alternative configurations will be considered through the Design Review process, if the project meets the intent of the KMC Design Guidelines for the Rose Hill Business District.

110.45 Minor Arterial Streets

The Public Works Director shall determine the extent and nature of other improvements required in minor arterial streets on a case-by-case basis. See also KZC 110.65 through 110.75 for other requirements that apply to improvements in the right-of-way.

(Ord. 4001 § 1, 2005; Ord. 3886 § 1, 2003)

110.50 Principal Arterial Streets

The Public Works Director shall determine the extent and nature of improvements required in principal arterial streets on a case-by-case basis. See also KZC 110.65 through 110.75 for other requirements that apply to improvements in the right-of-way.

(Ord. 4001 § 1, 2005; Ord. 3886 § 1, 2003)

110.52 Sidewalks and Other Public Improvements in Design Districts

1. This section contains regulations that require various sidewalks, pedestrian circulation and pedestrian-oriented improvements on or adjacent to properties located in Design Districts subject to Design Review pursuant to Chapter 142 KZC such as CBD, JBD, TLBD, BDC, RHBD, NRHBD and YBD zones.

HENC

The applicant must comply with the following development standards in accordance with the location and designation of the abutting right-of-way as a pedestrian-oriented street or major pedestrian sidewalk shown in Plate 34 of Chapter 180 KZC. See also Public Works Pre-Approved Plans manual for public improvements for each Design District. If the required sidewalk improvements cannot be accommodated within the existing right-of-way, the difference may be made up with a public easement over private property; provided, that a minimum of five (5) feet from the curb shall be retained as public right-of-way and may not be in an easement. Buildings may cantilever over such easement areas, flush with the property line in accordance with the International Building Code as adopted in KMC Title 21. (See Figure 110.52.A and Plate 34.)

2. Pedestrian-Oriented Street Standards – Unless a different standard is specified in the applicable use zone chart, the applicant shall install a 10-foot-wide sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street. (See Figure 110.52.A.)

Required Sidewalk on Pedestrian-Oriented Streets and Major Pedestrian Sidewalks

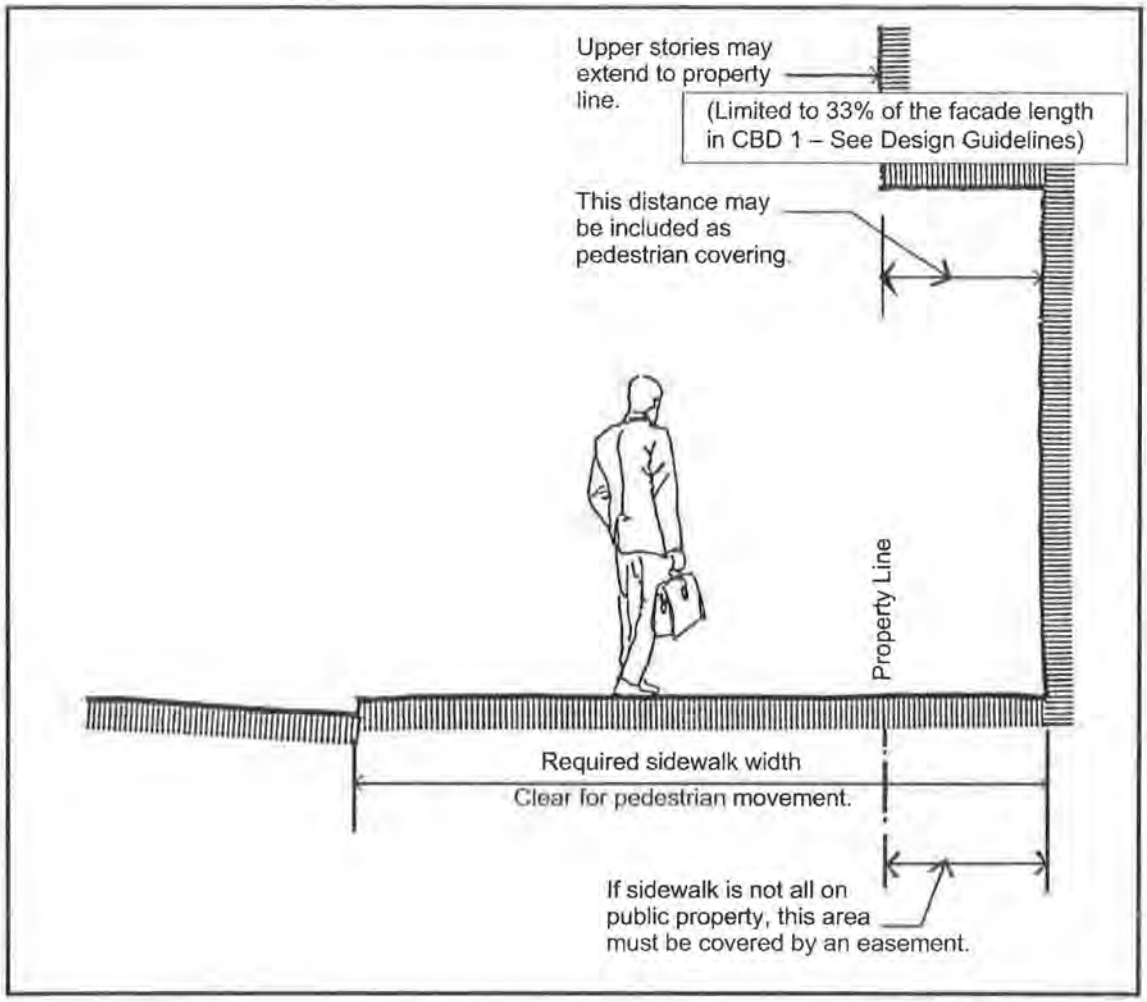


FIGURE 110.52.A

3. Major Pedestrian Sidewalk Standards – If the subject property abuts a street designated to contain a major pedestrian sidewalk in Plate 34, Chapter 180 KZC, the applicant shall install that sidewalk on and/or adjacent to the subject property consistent with the following standards:

   a. Install in the approximate location and make the connections shown in Plate 34;

   b. A sidewalk width of at least eight (8) feet, unless otherwise noted in Plate 34;

   c. Have adequate lighting with increased illumination around building entrances and transit stops; and

   d. If parcels are developed in aggregate, then alternative solutions may be proposed.

4. Streets in the Totem Lake Business District – Streets in the Totem Lake Business District designated as major pedestrian sidewalks in Plate 34.E that are also shown to be within the landscaped boulevard alignment or "Circulator" in Plate 34.D in Chapter 180 KZC may have varied or additional requirements, such as wider sidewalks, widened and meandering planting areas,

Chapter 112 – AFFORDABLE HOUSING INCENTIVES – MULTIFAMILY

Sections:

112.05 User Guide

This chapter offers dimensional standard flexibility and density and economic incentives to encourage construction of affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

If you are interested in proposing four (4) more residential units in commercial zones, high density residential zones, medium density zones or office zones, or you wish to participate in the City's decision on such a project, you should read this chapter.

(Ord. 4392 § 1, 2012; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.10 Purpose

There is a limited stock of land within the City zoned and available for residential development and there is a demonstrated need in the City for housing which is affordable to persons of low and moderate income. Therefore, this chapter provides development incentives in exchange for the public benefit of providing affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

(Ord. 4392 § 1, 2012; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.15 Affordable Housing Requirement

1. Applicability –

   a. Minimum Requirement – All developments creating four (4) or more new dwelling units in commercial, high density residential, medium density and office zones shall provide at least 10 percent of the units as affordable housing units and comply with the provisions of this chapter as established in the General Regulations or the Special Regulations for the specific use in Chapters 15 through 56 KZC. This subsection is not effective within the disapproval jurisdiction of the Houghton Community Council, except in the HENC 1 & 2 zones.

   b. Voluntary Use – All other provisions of this chapter are available for use within the disapproval jurisdiction of the Houghton Community Council and in developments where the minimum requirement does not apply; provided, however, the provisions of this chapter are not available for use in developments located within the BN zone.

2. Calculation in Density-Limited Zones – For developments in density-limited zones, the required amount of affordable housing shall be calculated based on the number of dwelling units proposed prior to the addition of any bonus units allowed pursuant to KZC 112.20.

HENC 2

3. Calculation in CBD 5A, RH, TL and PLA 5C Zones – For developments in the CBD 5A, RH, TL, HENC2 and PLA 5C Zones, the required amount of affordable housing shall be calculated based on the total number of dwelling units proposed.

4. Rounding and Alternative Compliance – In all zones, the number of affordable housing units required is determined by rounding up to the next whole number of units if the fraction of the whole number is at least 0.66. KZC 112.30 establishes methods for alternative compliance, including payment in lieu of construction for portions of required affordable housing units that are less than 0.66 units.

(Ord. 4476 § 3, 2015; Ord. 4474 § 1, 2015; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4337 § 1, 2011; Ord. 4286 § 1, 2011; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.20 Basic Affordable Housing Incentives

1. Approval Process – The City will use the underlying permit process to review and decide upon an application utilizing the affordable housing incentives identified in this section.

2. Bonus

   a. Height Bonus. In RH, PLA 5C, and TL use zones where there is no minimum lot size per dwelling unit, additional building height has been granted in exchange for affordable housing, as reflected in each Use Zone Chart for the RH and TL zones and table for the PLA 5C zone.

   b. Development Capacity Bonus. On lots or portions of lots in the RH 8 use zone located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and parcels abutting 131st Avenue NE, and in the CBD 5A use zone where there is no minimum lot size per dwelling unit, additional residential development capacity has been granted in exchange for affordable housing as reflected in the Use Zone Chart.

   in the HENC2 use zone,

   c. Bonus Units. In use zones where the number of dwelling units allowed on the subject property is determined by dividing the lot size by the required minimum lot area per unit, two (2) additional units ("bonus units") may be constructed for each affordable housing unit provided. (See Plate 32 for example of bonus unit calculations.)

   d. Maximum Unit Bonuses. The maximum number of bonus units achieved through a basic affordable housing incentive shall be 25 percent of the number of units allowed based on the underlying zone of the subject property.

   e. Density Bonus for Assisted Living Facilities. The affordable housing density bonus may be used for assisted living facilities to the extent that the bonus for affordable housing may not exceed 25 percent of the base density of the underlying zone of the subject property.

3. Alternative Affordability Levels – An applicant may propose affordability levels different from those defined in Chapter 5 KZC for the affordable housing units.

a. In use zones where a density bonus is provided in exchange for affordable housing units, the ratio of bonus units per affordable housing unit for alternative affordability levels will be as follows:

Affordability Level	Bonus Unit to Affordable Unit Ratio
Renter-Occupied Housing	
60% of median income	1.9 to 1
70% of median income	1.8 to 1
Owner-Occupied Housing	
90% of median income	2.1 to 1
80% of median income	2.2 to 1

HENC 2

b. In the CBD 5A, RH, TL and PLA 5C use zones, the percent of affordable units required for alternative affordability levels will be as follows:

Affordability Level	% of Project Units Required to Be Affordable
Renter-Occupied Housing	
60% of median income	13%
70% of median income	17%
Owner-Occupied Housing	
70% of median income	8%
90% of median income	13%
100% of median income	21%

c. To encourage "pioneer developments" in the Rose Hill and Totem Lake business districts, the definition of affordable housing for projects in the RH and TL zones shall be as provided in the following table. This subsection shall apply only to those projects which meet the affordability requirements on site or off site. This subsection shall not apply to those projects which elect to use a payment in lieu of constructing affordable units as authorized in KZC 112.30(4).

The affordable housing requirements for projects vested on or after the effective date of the ordinance codified in this section must be targeted for households whose incomes do not exceed the following:

Number of Total Units		Affordability Level	
RH Zones	***TL Zones***	***Renter-Occupied***	***Owner-Occupied***
First 50 units	First 150 units	70% of median income	100% of median income
Second 50 units	Second 150 units	60% of median income	90% of median income
All subsequent units	All subsequent units	50% of median income	80% of median income

"Number of Total Units" shall mean the total number of housing units (affordable and otherwise) permitted to be constructed within the RH and TL zones where affordable housing units are required and which have not received funding from public sources.

Chapter 142 – DESIGN REVIEW

Sections:

142.05 User Guide

Various places in this code indicate that certain developments, activities, or uses are required to be reviewed through design review or D.R. Design review may either be administrative design review (A.D.R.) or design board review (D.B.R.). This chapter describes these design review processes.

(Ord. 4177 § 2, 2009; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006)

142.15 Development Activities Requiring D.R. Approval

1. Design Board Review (D.B.R.)

   a. The following development activities shall be reviewed by the Design Review Board pursuant to KZC 142.35:

      1) New buildings greater than one (1) story in height or greater than 10,000 square feet of gross floor area, or in the Market Street Corridor Historic District (MSC 3 Zone).

      2) Additions to existing buildings where:

         a) The new gross floor area is greater than 10 percent of the existing building's gross floor area; and

         b) The addition is greater than 2,000 square feet of gross floor area; and

         c) Either:

            1) The existing building and addition total more than 10,000 square feet of gross floor area; or

            2) The addition adds another story; or

            3) Is in the Market Street Corridor Historic District (MSC 3 zone).

      3) Renovations to existing facades, where the building is identified by the City as an historic structure or is in the Market Street Corridor Historic District (MSC 3 zone).

   b. Exemptions from D.B.R. – The following development activities shall be reviewed through the administrative design review process in KZC 142.25:

      1) Any development where administrative design review is indicated in the applicable Use Zone Chart.

2) Any development in the following zones within the NE 85th Street Subarea: RH 8 except development that includes lots or portions of lots located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and properties abutting 131st Avenue NE, PR 3.6, RM, PLA 17A.

3) Any development in the MSC 1 and MSC 4 zones located within the Market Street Corridor.

2. Administrative Design Review (A.D.R.) – All other development activities not requiring D.B.R. review under subsection (1) of this section shall be reviewed through the A.D.R. process pursuant to KZC 142.25.

3. Exemptions from Design Review – The following development activities shall be exempt from either A.D.R. or D.B.R. and compliance with the design regulations of Chapter 92 KZC:

a. Any activity which does not require a building permit; or

b. Interior work that does not alter the exterior of the structure; or

c. Normal building maintenance including the repair or maintenance of structural members; or

d. Any development listed as exempt in the applicable Use Zone Chart.

(Ord. 4498 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4177 § 2, 2009; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3833 § 1, 2002)

142.25 Administrative Design Review (A.D.R.) Process

1. Authority – The Planning Official shall conduct A.D.R. in conjunction with a related development permit pursuant to this section.

The Planning Official shall review the A.D.R. application for compliance with the design regulations contained in Chapter 92 KZC, or in zones where so specified, with the applicable design guidelines adopted by KMC 3.30.040. In addition, the following guidelines and policies shall be used to interpret how the regulations apply to the subject property:

a. Design guidelines for pedestrian-oriented business districts, as adopted in KMC 3.30.040.

b. Design guidelines for the Rose Hill Business District (RHBD), the Totem Lake Business District (TLBD) and Yarrow Bay Business District (YBD) as adopted in KMC 3.30.040.

c. For review of attached or stacked dwelling units within the NE 85th Street Subarea, the PLA 5C Zone, the Houghton/Everest Neighborhood Center, and the Market Street Corridor, Design Guidelines for Residential Development as adopted in KMC 3.30.040.

2. Application – As part of any application for a development permit requiring A.D.R., the applicant shall show compliance with the design regulations in Chapter 92 KZC, or where applicable, the design guidelines adopted by KMC 3.30.040, by submitting an A.D.R. application on a form provided by the Planning and Building Department. The application shall include all documents and exhibits listed on the application form, as well as application materials required as a result of a pre-design conference.

3. Pre-Design Conference – Before applying for A.D.R. approval, the applicant may schedule a pre-design meeting with the Planning Official. The meeting will be scheduled by the Planning Official upon written request by the applicant. The purpose of this meeting is to provide an opportunity for an applicant to discuss the project concept with the Planning Official and for the

c. The Design Guidelines for Residential Development, as adopted in KMC 3.30.040, for review of attached and stacked dwelling units located within the NE 85th Street Subarea, the PLA 5C zone, and the Market Street Corridor.

^the Houghton/Everest Neighborhood Center,

d. The Parkplace Master Plan and Design Guidelines for CBD 5A as adopted in Chapter 3.30 KMC.

4. The Design Review Board is authorized to approve minor variations in development standards within certain Design Districts described in KZC 142.37, provided the variation complies with the criteria of KZC 142.37.

5. Pre-Design Conference – Before applying for D.B.R. approval, the applicant shall attend a pre-design conference with the Planning Official. The conference will be scheduled by the Planning Official upon written request by the applicant. The purpose of this conference is for the Planning Official to discuss how the design regulations, design guidelines, and other applicable provisions of this code and the Comprehensive Plan relate to the proposed development and to assist the applicant in preparing for the conceptual design conference. A pre-design conference may be combined with a pre-submittal meeting.

6. Conceptual Design Conference – Before applying for design review approval, the applicant shall attend a conceptual design conference (CDC) with the Design Review Board. The conference will be scheduled by the Planning Official to occur within 30 days of written request by the applicant. The applicant shall submit a complete application for Design Review within six (6) months following the CDC, or the results of the CDC will be null and void and a new CDC will be required prior to application for design review approval. The purpose of this conference is to provide an opportunity for the applicant to discuss the project concept with the Design Review Board and:

   a. To discuss how the design regulations, design guidelines and other applicable provisions of the Comprehensive Plan affect or pertain to the proposed development;

   b. For the Design Review Board to designate which design regulations, design guidelines and other applicable provisions of the Comprehensive Plan apply to the proposed development based primarily on the location and nature of the proposed development; and

   c. For the Design Review Board to determine what models, drawings, perspectives, 3-D CAD models, or other application materials the applicant will need to submit with the design review application.

7. Application – Following the conceptual design conference, the applicant shall submit the design review application on a form provided by the Planning and Building Department. The application shall include all documents and exhibits listed on the application, as well as all application materials required as a result of the conceptual design conference.

8. Public Notice

   a. Contents – On receipt of a complete design review application, the Planning Official shall schedule a design response conference with the Design Review Board to occur within 60 calendar days of receiving the complete application. The Planning Official shall provide public notice of the design response conference. Public notice shall contain the name of the applicant and project, the location of the subject property, a description of the proposed project, time and place of the first design response conference, and a statement of the availability of the application file.

Conceptual Master Plan Conference for TL 5 – The Design Review Board shall consider a Conceptual Master Plan (CMP) for properties over four (4) acres in size in TL 5. The CMP shall incorporate the design principles set forth in the special regulations for the use in the TL 5 zoning chart.

Conceptual Master Plan Conference for RHBD – The Design Review Board shall consider a Conceptual Master Plan (CMP) in the RH 3 zone within the NE 85th Street Subarea. The CMP shall incorporate the design considerations for the RH 3 zone set forth in the Design Guidelines for the Rose Hill Business District.

10. Approval – After reviewing the D.B.R. application and other application materials, the Design Review Board may grant, deny or conditionally approve subject to modifications the D.B.R. application for the proposed development. No development permit for the subject property requiring D.B.R. approval will be issued until the proposed development is granted D.B.R. approval or conditional approval. The terms of D.B.R. approval or conditional approval will become a condition of approval on each subsequent development permit and no subsequent development permit will be issued unless it is consistent with the D.B.R. approval or conditional approval. The Planning Official shall send written notice of the D.B.R. decision to the applicant and all other parties who participated in the conference(s) within 14 calendar days of the approval. If the D.B.R. is denied, the decision shall specify the reasons for denial. The final D.B.R. decision of the City on the D.B.R. application shall be the date of distribution of the written D.B.R. decision or, if the D.B.R. decision is appealed, the date of the City's final decision on the appeal. Notwithstanding any other provision of this code, if an applicant submits a complete application for a building permit for the approved D.B.R. development within 180 days of the final D.B.R. decision, the date of vesting for the building permit application shall be the date of the final D.B.R. decision.

Additional Approval Provision for TL 2 and TL 5 – The Notice of Approval for a Conceptual Master Plan (CMP) shall set thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a CMP in TL 2 or TL 5. The Notice of Approval shall also include a phasing plan for all improvements shown or described in the CMP.

Additional Approval Provision for RHBD – The Design Review Board shall determine the thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a Conceptual Master Plan (CMP) in the RHBD. The Notice of Approval for the CMP will state the thresholds for future review of projects and also include a phasing plan for all improvements shown or described in the CMP.

(Ord. 4496 § 3, 2015; Ord. 4495 § 2, 2015; Ord. 4491 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4193 § 1, 2009; Ord. 4177 § 2, 2009; Ord. 4171 § 1, 2009; Ord. 4121 § 1, 2008; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3956 § 1, 2004; Ord. 3954 § 1, 2004; Ord. 3889 § 2, 2003; Ord. 3833 § 1, 2002; Ord. 3814 § 1, 2001)

142.37 Design Departure and Minor Variations

1. General – This section provides a mechanism for obtaining approval to depart from strict adherence to the design regulations or for requesting minor variations from requirements in the following zones:

   a. In the CBD and YBD: minimum required yards; and

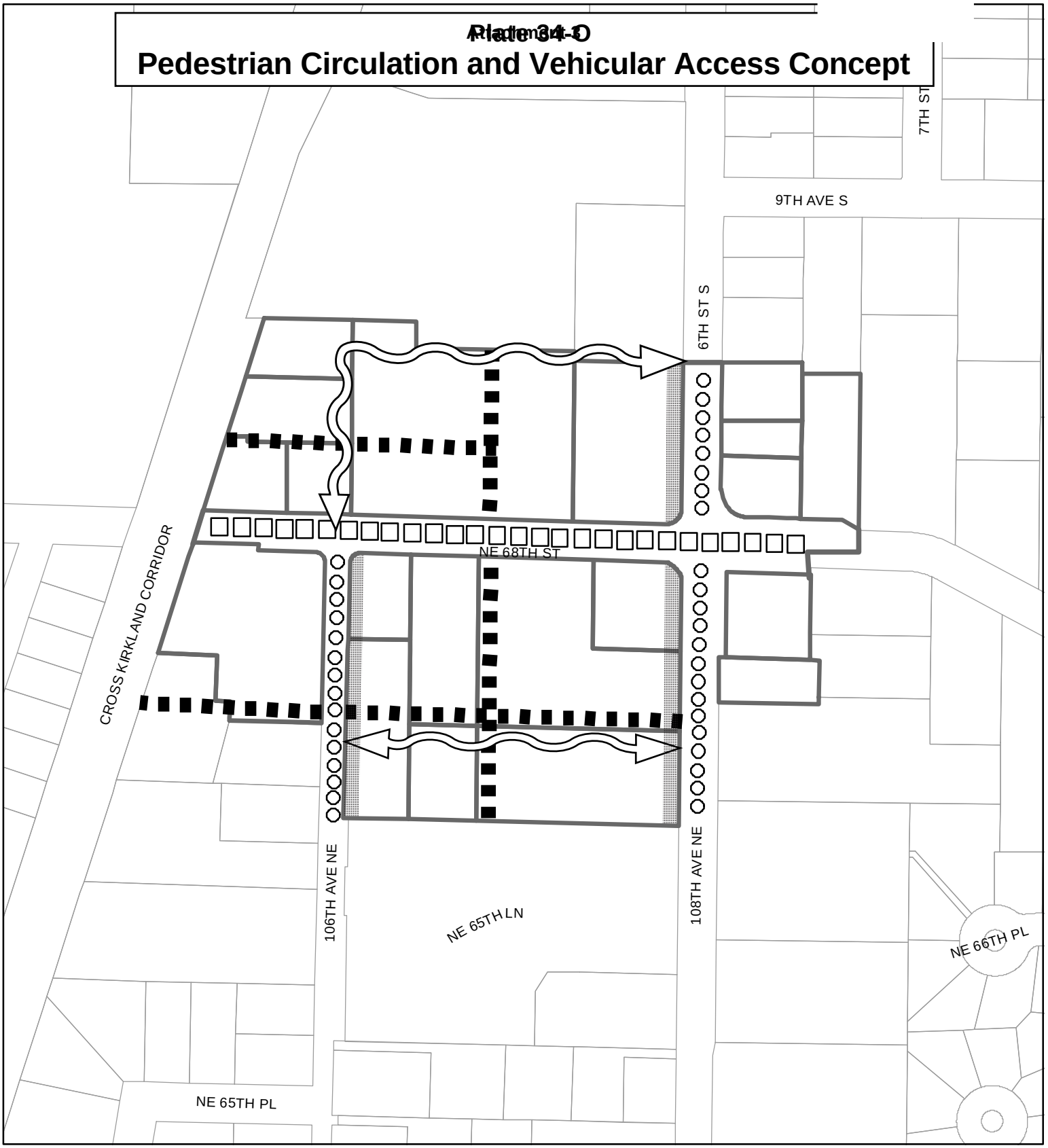
   b. In the Business District Core: minimum required yards, floor plate maximums and building separation requirements; and

   c. In the RHBD, the PLA 5C zone, and the TLBD: minimum required yards, and landscape buffer; and

the HENC

Attachment 1
Plate 34-D

Pedestrian Circulation and Vehicular Access Concept



Major Ped Sidewalks
(14' sidewalk width required on side of street where indicated)

Pedestrian-Oriented Street
(14' sidewalk width required on both sides of street)

Through-Block Pathway
(Location Estimated)

Vehicular Access
(Location Estimated)

The City of Kirkland

Design Guidelines

For Pedestrian-Oriented Business Districts

Adopted by the City Council pursuant to
Kirkland Municipal Code Section 3.30.040.
Dated August 3, 2004.
Updated December 11,2012, R-4945 & R-4946.

Attest:

Joan McBride,
Mayor

Eric Shields
Director,
Planning & Community
Development

Table of Contents

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The Illustrations throughout this document are provided by *MAKERS*.

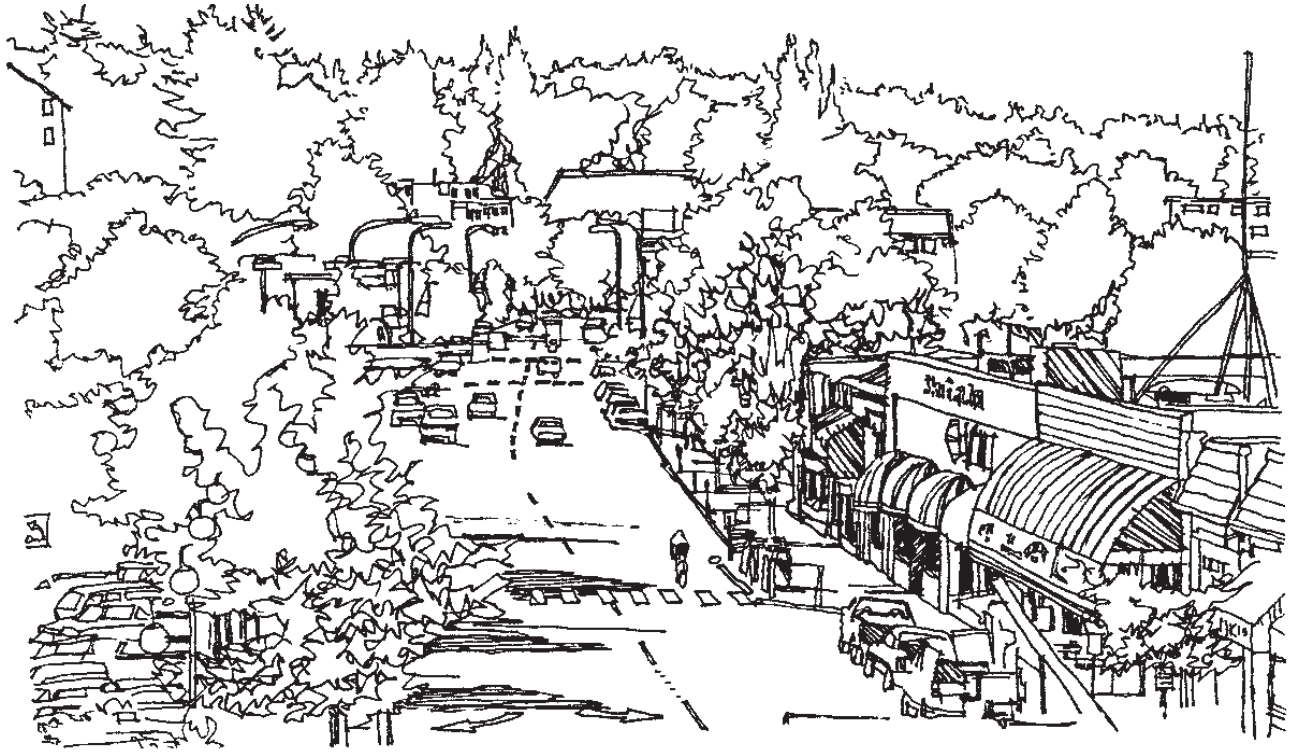
Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code, that will be used by the City in the in the design review process. For Board Design Review (BDR), the Design Review Board will use these guidelines in association with the Design Regulations of the Kirkland Zoning Code. To the extent that the standards of the Design Guidelines or Design Regulations address the same issue but are not entirely consistent or contain different levels of specificity, the Design Review Board will determine which standard results in superior design. For Administrative Design Review (ADR), the Planning Official will use these guidelines when necessary to interpret the Design Regulations. They are also intended to assist project developers and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

Most of the concepts presented in the Design Guidelines are applicable to any pedestrian-oriented business district.* "Special Considerations" have been added, such as for Downtown Kirkland, to illustrate how unique characteristics of that pedestrian-oriented business district relate to the Guideline.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic role.

The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these Guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.



** The guidelines also apply to residential development in the Central Business District (CBD), the Juanita Business District (JBD), the North Rose Hill Business District, the Market Street Corridor (MSC), Totem Center, and Planned Area 5C (PLA5C); and to mixed use development throughout the City.*

the Houghton/Everest Neighborhood Center (HENC),

Kirkland Design Guidelines

The drawing below illustrates many of the design Guidelines described in this appendix

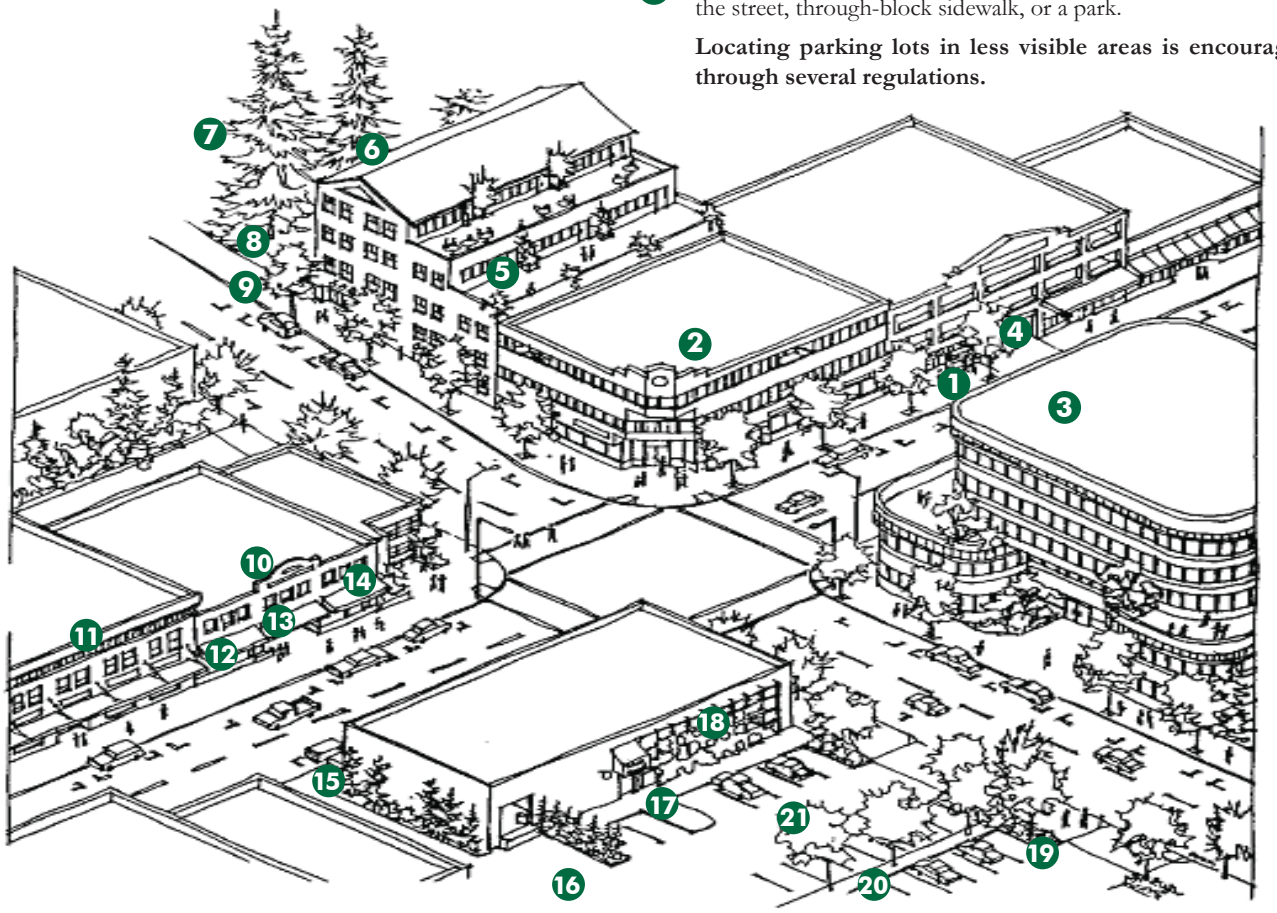
1. Pedestrian plazas and places for vendors encouraged through several regulations.
2. Buildings on corner lots may be required to incorporate an architectural or pedestrian-oriented feature at the corner. Many options are possible including plazas, artwork, turrets, curved corners, ~~etc.~~ stepbacks, setbacks,

   Special architectural requirements placed on use of concrete block and metal siding.
3. "Architectural scale" requirements direct large buildings to fit more comfortably with neighboring development. This example employs building setbacks, decks, curved surfaces, and recessed entries to reduce appearance of building mass.
4. Parking garages on pedestrian-oriented streets or through-block sidewalks may incorporate pedestrian-oriented uses or pedestrian-oriented space into front facades.

   Street trees required along certain streets.
5. Human scale features such as balconies or decks, bay windows, covered entries, gable or hipped rooflines, multiple paned windows, or pedestrian-oriented space may be required.
6. More flexible method of measuring building height on slopes.
7. New policies regarding tree protection and enhancement of wooded slopes.Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.
8. Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.
9. Standards are set for pathway width, pavement, lighting, and site features on required major pathways and public properties.
10. A building cornerstone or plaque may be required.
11. Covering up existing masonry or details with synthetic materials is restricted.
12. Ground story facades of buildings on pedestrian-oriented streets or adjacent to parks may be required to feature display windows, artwork, or pedestrian-oriented space.
13. Pedestrian weather protection required on pedestrian-oriented streets.
14. Architectural detail elements such as decorative or special windows, doors, railings, grillwork, lighting, trellises, pavements, materials, or artwork to add visual interest may be required.

    Size of parking lots abutting pedestrian-oriented streets may be restricted.
15. Quantity and locations of driveways are regulated.
16. Visible service areas and loading docks must be screened.
17. Provision for pedestrian circulation is required in large parking lots.
18. Blank walls near streets or adjacent to through-block sidewalks must be treated with landscaping, artwork, or other treatment.
19. Screening of parking lots near streets is required.
20. Standards for curbs, signing, lighting, and equipment are set for parking lots.
21. Internal landscaping is required on large parking lots visible from the street, through-block sidewalk, or a park.

    Locating parking lots in less visible areas is encouraged through several regulations.



Purpose of the Design Guidelines for Downtown Kirkland

In 1989 the Kirkland City Council adopted Kirkland's Downtown Plan which set a vision for the downtown's future and outlined policies and public actions to make that vision a reality. One of the recommended actions is the adoption of a set of Downtown Design Guidelines to be used in reviewing all new development and major renovations in the downtown area. The goal of the Design Guidelines as stated in the plan is to

> *. . . balance the desired diversity of project architecture with the equally desired overall coherence of the downtown's visual and historic character. This is to be achieved by injecting into each projects' creative design process a recognition and respect of design guidelines and methods which incorporate new development into downtown's overall pattern.*

In addition, the guidelines are intended to further the following urban design goals stated in the plan:

- Promote a sense of community identity by emphasizing Kirkland's natural assets, maintaining its human scale, and encouraging activities that make downtown the cultural, civic, and commercial heart of the community.
- Maintain a high-quality environment by ensuring that new construction and site development meet high standards.
- Orient to the pedestrian by providing weather protection, amenities, human scale elements, and activities that attract people to downtown.
- Increase a sense of continuity and order by coordinating site orientation, building scale, and streetscape elements of new development to better fit with neighboring buildings.
- Incorporate parks and natural features by establishing an integrated network of trails, parks, and open spaces and maintaining existing trees and incorporating landscaping into new development.
- Allow for diversity and growth through flexible guidelines that are adaptable to a variety of conditions and do not restrict new development.

Purpose of the Design Guidelines for PLA5C

Planned Area 5C is part of the Moss Bay Neighborhood and is designated for high density residential and office uses. It is located just east of the Central Business District (CBD) and shares many of the CBD's characteristics, although retail uses are not allowed.

The adjacent steep hillside to the north of PLA5C is part of the 85th Street right-of-way and it limits potential view obstruction from the five to six story buildings which can be developed in PLA5C.

The following guidelines, which encourage wide sidewalks, do not apply to PLA5C since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for this area.

- Sidewalk Width: Movement Zone
- Sidewalk Width: Storefront Activity Zone

An additional guideline that does not apply is "Height Measurement on Hillsides."

Purpose of the Design Guidelines for Juanita Business District

The Juanita Business District Plan was adopted in 1990 by the City Council. It states that "the underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay."

As part of the Juanita Business District Plan, Design Regulations and Design Guidelines were established for new development and major renovations in the Business District (JBD). These guidelines and regulations are intended to further the following urban design features stated in the plan:

- Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved.
- View corridors to the lake should be explored through new development in the business district.
- Entry features, such as signs or sculpture, should be established in the locations shown in the Juanita Business District Plan.
- Coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities, like flowers, banners, and signs.

Purpose of the Design Guidelines for the Market Street Corridor, including the Market Street Historic District

The City Council adopted the Market Street Corridor Plan in December of 2006 as part of the Market and Norkirk Neighborhood planning process. The new plan

was created for commercial and multifamily properties adjoining Market Street extending from the Central Business District at the south end to 19th Avenue at the north end. The plan includes a vision for the corridor of an attractive, economically healthy area that accommodates neighborhood oriented businesses, office uses and multifamily housing in a way that complements and protects the adjacent residential neighborhoods.

The historic 1890's buildings at the intersection of Market Street and 7th Avenue create a unique sense of place that represents the original town center of Kirkland. The plan establishes an historic district in this area that will reflect the City's past through both its old and new buildings and its streetscape. New development and renovation within this historic district should reflect the scale and design features of the existing historic resources in the district.

As part of the Market Street Corridor Plan, Design Regulations and Guidelines are established for new development and major renovations in the Market Street Corridor (MSC). These guidelines and regulations are intended to further the following design objectives that are stated in the plan:

- Encourage preservation of structures and locations that reflect Kirkland's heritage.
- Support a mix of higher intensity uses along the Market Street Corridor while minimizing impacts on adjacent residential neighborhoods.
- Maintain and enhance the character of the historic intersection at 7th Avenue and Market Street.
- Provide streetscape, gateway and public art improvements that contribute to a sense of identity and enhanced visual quality.
- Provide transitions between low density residential uses within the neighborhoods and the commercial and multifamily residential uses along Market Street.

Except for the MSC2 zone, the following guidelines, which suggest wider sidewalks, do not apply since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for the Market Street Corridor.

- Sidewalk Width: Movement Zone
- Sidewalk Width: Storefront Activity Zone

Additional guidelines that do not apply to the Market Street Corridor include:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks

Purpose of the Design Guidelines for North Rose Hill Business District

The North Rose Hill Business District goals and policies were adopted in 2003 as part of the North Rose Hill Neighborhood Plan. Development in the North Rose Hill Business District (NRHBD) is to complement the Totem Lake neighborhood and encourage increased residential capacity to help meet housing needs. Commercial uses are to be limited to those that are compatible with the residential focus of the NRHBD.

As part of the NRH plan, design regulations and guidelines were established for new development and major renovations in the Business District (NRHBD). These guidelines and regulations are intended to further the following urban design goals and policies stated in the plan:

- Ensure that public improvements and private development contribute to neighborhood quality and identity in the Business District through:
  - *Establishment of building and site design standards.*
  - *Utilization of the design review process.*
  - *Location and sharing of parking lots .*
  - *Utilization of high quality materials, public art, bicycle and pedestrian amenities, directional signs on all arterials, and other measures for public buildings and public infrastructure, such as streets and parks.*
- Provide transitions between commercial and residential uses in the neighborhood.
- Provide streetscape improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Since the focus of the NRHBD is on increasing residential capacity while accommodating supportive commercial uses, rather than developing into a destination retail business district, the following guidelines do not apply to this business district.

- Sidewalk Width – Movement Zone
- Sidewalk Width – Curb Zone
- Sidewalk Width – The Storefront Activity Zone
- Pedestrian Coverings
- Pedestrian-Friendly Building Fronts
- Upper-Story Activities Overlooking the Street

In addition, the following do not apply:

- Protection and Enhancement of Wooded Slopes

- Height Measurement on Hillsides
- Views of Water
- Culverted Creeks

Purpose of the Design Guidelines for Totem Center

The Kirkland City Council adopted a new neighborhood plan for Totem Lake in early 2002. The vision set forth in the Plan for Totem Center is of a dense, compact community, with a mix of business, commercial and residential uses and a high level of transit and pedestrian activity.

The Plan establishes key overall design principles for Totem Center, as well as specific design objectives for the Totem Lake Mall (TL 2), Evergreen Hospital campus (TL 3), and the mixed-use area west of the campus (TL 1). Design objectives promoted in the plan for Totem Center include:

- Accommodate high density, transit-oriented development, consistent with the district's position in an Urban Center.
- Ensure that public and private development contribute to a lively and inviting character in Totem Center.
- Reinforce the character of Totem Center through public investments
- Produce buildings that exhibit high quality design, incorporate pedestrian features and amenities and display elements of both continuity and individuality
- Provide public spaces that are focal points for the community
- Provide visual and functional connections between adjacent developments through landscaping, public spaces and pedestrian connections.

Design considerations specific to the three subareas within the district include:

Mixed-Use Area (TL 1)

- Break up the mass of larger buildings through techniques such as towers over podiums, to create a varied building footprint and the perception of a smaller overall building mass.
- Incorporate features that create distinctive roof forms, to contribute to a skyline that is visually interesting throughout the district.
- Ensure appropriate transitions from lower density uses north of Totem Center through providing residentially scaled façades and centered building masses in development along NE 132nd Street.

Retail Center (TL 2)

The Totem Lake Neighborhood Plan direction for the TL2 area is to support its growth as a vibrant, intensive retail center for the Kirkland community and surrounding region. These guidlines are intended to promote the vision of this area as a "village-like" community gathering place, with high-quality urban and architectural design in redevelopment. To provide for flexibility and increased development potential, while ensuring coordinated development and design integrity over time, redevelopment should occur within the context of an overall site development or Master Plan for the entire property.

Evergreen Hospital Medical Center Campus (TL 3)

The Totem Lake Neighborhood Plan acknowledges the important role the hospital plays in the Kirkland community, and supports growth on the campus to strengthen this role. Design objectives stated in the Plan for the Evergreen Hospital campus are consistent with those expressed in the Master Plan approved for the site:

- Taller buildings should be located toward the center of the site and designed to minimize shadowing and transition impacts on residential areas.
- Public access to usable green spaces on the campus can help to offset the impacts of taller buildings on the site.
- Ensure campus edges are compatible with neighboring uses.
- Enhance and improve pedestrian access with the campus and to surrounding uses, particularly the transit center and to TL 2.

The approved Master Plan for the hospital campus includes additional, unique design guidelines that apply to institutional development in a campus environment:

- *Respond to Physical Environment*: New buildings should be attractive as well as functional additions to the campus.
- *Enhance the Skyline*: The upper portion of buildings should be designed to promote visual interest and variety on the skyline, except where building function dictates uninterrupted vertical mass.
- Avoid blank facades in buildings located on the perimeter of the campus.

- Use materials and forms that reinforce the visual coherence of the campus.
- Provide inviting and useable open space.
- Enhance the campus with landscaping.
- Guidelines for the transit center to be located on the hospital campus should be developed and incorporated with guidelines for the rest of the campus.

The following guidelines do not apply to Totem Center:

- Height Measurement on Hillsides
- Views of Water

Purpose of the Design Guidelines for Neighborhood Business Districts

The Comprehensive Plan establishes a hierarchy of commercial districts, with regional goods and services the upper end and neighborhoods goods and services the lower end.

Kirkland's Neighborhood Business Districts (BN, BN and MSC2) are important in providing neighborhood goods and services. Given the more localized draw fo residents to meet their everyday needs, an emphasis o convenient and attractive pedestrian connections and vehicular access is important.

In addition, because these districts are surrounded by residential land uses they serve, the design character a context of new development is critical to ensure that integrates into the neighborhood.

The design guidelines are intended to further the following design objectives that are stated in the Plan:

- Establish development standards that promote attractive commercial areas and reflect the distinctive role of each area.
- Encourage and develop places and events throughout the community where people can gather and interact.
- Moss Bay neighborhood: Ensure that building design is compatible with the neighborhood in scale, and character.
- South Rose Hill neighborhood: Residential scal and design are critical to integrate these uses int the residential area.

The following guidelines do not apply to these district

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks

Pedestrian-Oriented Elements

Introduction

Successful pedestrian-oriented business districts, as opposed to "commercial strips," depend upon making pedestrian circulation more convenient and attractive than vehicular circulation, because the retail strategy for such districts

Purpose of the Design Guidelines for the Houghton/Everest Neighborhood Center

The plan for the Houghton/Everest Neighborhood Center was adopted in 2017. The primary goal of the plan is to promote a strong and vibrant pedestrian oriented neighborhood center with a mix of commercial and residential land uses that primarily serve the adjacent neighborhoods.

In addition, the neighborhood center contains an important interface with the Cross Kirkland Corridor (CKC). Successfully integrating site and building design, as well as public access, with this important transportation and open space amenity will mutually benefit the neighborhood center and the CKC. Thoughtful design of the interface will attract nonmotorized customers and residents to the neighborhood center and create an attractive and safe space for pedestrians and bicyclists using the CKC.

The Guidelines are intended to further the following design objectives that are stated in the Comprehensive Plan.

- Coordinate development on both sides of the NE 68th Street Corridor in the Everest and Central Houghton neighborhoods.
- Promote a pedestrian-oriented development concept through standards for a coordinated master plan for the center.
- Reduce ingress and egress conflicts within and around the center through creation of a circulation system for all users including vehicles, bicycles and pedestrians.
- Design buildings with careful attention given to modulation, upper story step backs, and use of materials to reduce the appearance of bulk and mass.
- Coordinate street improvements.
- Provide transitions between commercial and low density residential areas.
- Discourage southbound through traffic on 106th Avenue NE.
- Enhance the gateway at the corner of NE 68th Street and 108th Avenue NE.
- Provide gathering spaces and relaxation areas within the center.

The following guidelines do not apply to the Neighborhood Center:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks

On the following pages are described urban design guidelines relating to pedestrian circulation and amenities. The guidelines outline the general issues and present design information, concepts, and solutions to address the issues. The guidelines serve as a conceptual foundation and support the regulations included in the Kirkland Zoning Code.

Sidewalk Width: Movement Zone

Issue

Pedestrian movement is a primary function of sidewalks. The sidewalk has three overlapping parts with different functions: the curb zone, the movement zone, and the storefront or activity zone.

A well-sized and uncluttered movement zone allows pedestrians to move at a comfortable pace. People can window-shop comfortably and enjoy a relaxed atmosphere without bumping into street signs, garbage cans, or other people.

Discussion

An adult person measures approximately 2' across the shoulders, but a pedestrian carrying grocery bags, pushing a baby carriage or bicycle, or walking a dog measures 3' across. A window-shopper will require a minimum of 2'-6" to 3' wide space to avoid being pushed or having their view obstructed.

The movement zone should be at least 10' to 12' wide so that two couples can comfortably pass one another. This same space also will allow one person to pass a couple while another person passes from the opposite direction. In business districts add 3' to the storefront activity zone for window-shopping.

The width of the sidewalk movement zone should consider the function of sidewalks, the level of pedestrian traffic, and the general age groups of the pedestrians (children and the elderly slow traffic on sidewalks that are too narrow).

Guideline

A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10' and 18'. New buildings on pedestrian-oriented streets should be set back a sufficient distance to provide at least 10' of sidewalk. If outdoor dining, seating, vending, or displays are desired, an additional setback is necessary.

Special Consideration for Downtown Kirkland

Most of the business core of Kirkland is already developed with fairly narrow sidewalks. New development should provide sidewalks at the recommended width. Providing wider sidewalks throughout downtown is a long-term endeavor.

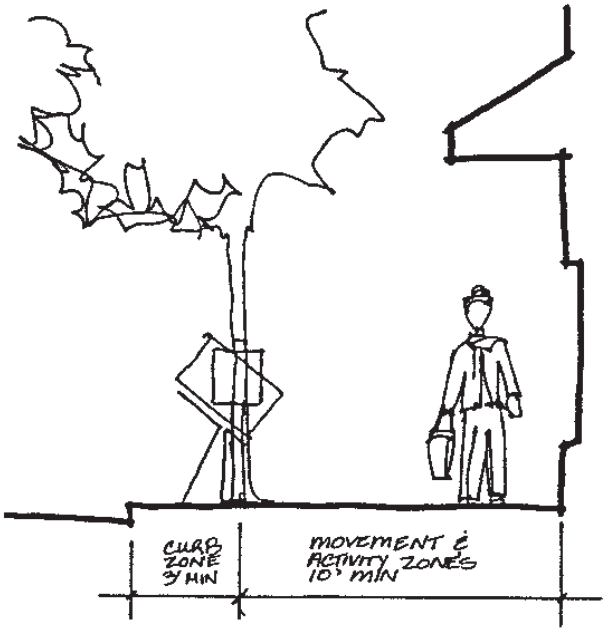
Special Consideration for Juanita Business District

A concentrated, organized, retail-oriented core with a unified pedestrian circulation network is a goal of the Juanita Business District. The pedestrian system will also serve to connect the perimeter of the district to the core.

Special Consideration for Totem Center

New development in TL2 should provide sidewalks at the recommended width, to contribute to the pedestrian-orientation of new development. Public gathering places, such as pedestrian-oriented plazas linked to the sidewalk, should be encouraged.

Sidewalk Width – Curb Zone



Issue

The curb zone contains parking meters, garbage cans, newspaper stands, street signs, light poles, mail boxes, phone booths, bus stops, and trees. The curb zone is also a buffer between vehicular traffic and pedestrians.

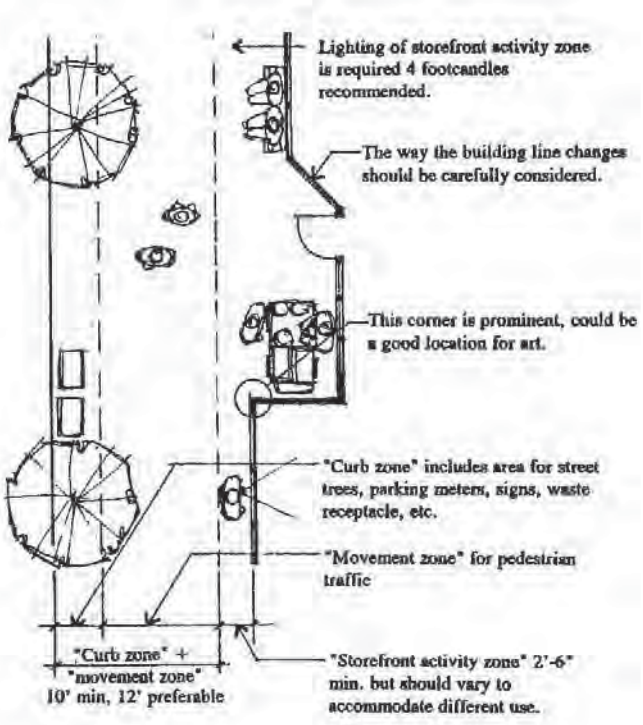
Discussion

The curb zone may be integrated into the sidewalk design in a number of ways.

- *A curb zone with parallel parking.* Getting in and out of parked cars requires 2'-6"; so the curb zone width should be between 4'-6" and 5'-6".
- *A curb zone without parallel parking.* Space is not needed to park cars; the curb zone width should be between 3' and 4'.
- *A curb zone with street furniture clustered in sidewalk bulbs along the street; parking is allotted in the pockets between the bulbs.* Clusters of street elements – benches, newspaper stands, covered bus stops – require a sidewalk width of about 8' to 12'.

The curb zone may be visually separated from the movement zone by changes in color or surface material. Street furniture and other elements may be grouped and unified by color and shape to give the street a less cluttered appearance.

The design of the curb zone and street elements provides an opportunity for Kirkland to develop a visual identity that differs from street to street yet is still characteristic of Kirkland.



Guidelines

Street elements – trees, parking meters, signs – should be organized in the curb zone to reduce congestion. During busy periods, pedestrians may use the curb zone for walking.

Where pedestrian traffic is the heaviest, sidewalk bulbs can be constructed to accommodate bike racks, waste receptacles, and newspaper racks. Corner bulbs also increase pedestrian visibility.

Sidewalk Width – The Storefront Activity Zone

Issue

The storefront activity zone is the most important area for improving pedestrian amenities because it offers protection, provides space for sidewalk activities, and is a transition from the public space of the sidewalk to the private space of the building.

Discussion

At least 10' of the sidewalk must be kept for pedestrian movement. In addition, there must be room for other activities that add life and interest to the street. Window shopping requires a minimum of 2'-6". Other activities require:

- Bench for sitting: 4' min.
- Vendor: 4' min. (6' preferable)
- Outdoor dining: 6' min. (one table)
- Outdoor displays: 4' min. (6' preferable)

The activity desired in the storefront activity zone can vary from property to property. This may result in a more animated sidewalk environment with protected alcoves and niches.

Guideline

New buildings should be set back a sufficient distance from the front property line a minimum of 10' to allow enough room for pedestrian movement. Wider setbacks should be considered to accommodate other sidewalk uses that would benefit their businesses and the pedestrian environment. Lighting and special paving of the storefront activity zone are also beneficial.

Pedestrian Coverings

Issue

Pedestrian coverings such as awnings and canopies offer shelter, provide spatial enclosure, and add design interest to a retail streetscape.

Discussion

The design of awnings and canopies should be coordinated with a number of factors:

The width of a canopy or awning depends on its function. A 3' to 4' canopy will provide rain cover for window-shopping. A 5' or greater canopy will provide cover for a street sale, and a 7' to 8' canopy will provide room for a window shopper and a passing couple.

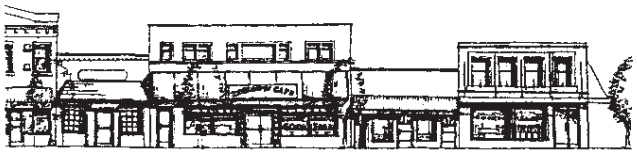
The width of the sidewalk should be considered when sizing the awning. Water spilling down the edges of awnings is unpleasant; thus the awning should be either extended or shortened if there is not room for two people to pass one another either under the awning or outside the awning.

The architecture of the building determines the appropriate placement and style of the canopy or awning. A canopy should be continuous in shape, design, and placement throughout a building.

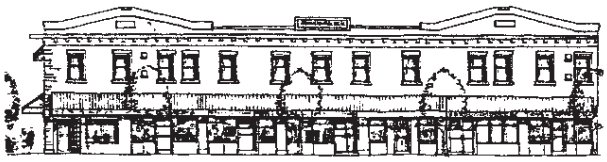
The overall style of a street should guide the choice of type, color, and size of coverings. The quality of light emanating from awnings or canopies should be controlled. The back-lit plastic awning typical of fast food chains is inappropriate on pedestrian streetscapes.

The crown of trees can be a canopy in its own right by defining space and providing shelter. Canopies and awnings should be appropriately dimensioned to allow for tree growth.

The street type. A rich variety of canopies and awnings is particularly desirable on pedestrian-oriented streets and less important on automobile-oriented streets.



Nonuniform Awnings and Facades (Recommended for Pedestrian Oriented Streets)



Guideline

Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.

"Pedestrian-Friendly" Building Fronts

Issue

Building setbacks were originally developed to promote "pedestrian-friendly" building fronts by providing light, air, and safety. But dull building facades and building setbacks that are either too wide or too narrow can destroy a pedestrian streetscape. A successful pedestrian business district must provide interesting, pedestrian-friendly building facades and sidewalk activities.

Discussion

Building fronts should have pedestrian-friendly features transparent or decorative windows, public entrances, murals, bulletin boards, display windows, seating, or street vendors that cover at least 75 percent of the ground-level storefront surface between 2' and 6' above the sidewalk.

Sitting areas for restaurant and merchandise displays should allow at least a 10' wide pavement strip for walking. Planters can define the sitting area and regulate pedestrian flow.

Blank walls severely detract from a pedestrian streetscape. To mitigate the negative effects of blank walls:

- Recess the wall with niches that invite people to stop, sit, and lean.
- Allow street vendors.
- Install trellises with climbing vines or plant materials.
- Provide a planting bed with plant material that screens at least 50 percent of the surface.
- Provide artwork on the surface.

Guideline

All building fronts should have pedestrian-friendly features as listed above.

Special Consideration for Downtown Kirkland - Glazing

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

Guideline

Storefronts along pedestrian-oriented streets should be highly 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.

Special Consideration For Non-Retail Lobbies In Central Business District 1A & 1B

Non-retail uses are generally not allowed along street frontage within Central Business District 1. However, in order to provide pedestrian access to office, hotel, or residential uses located off of the street frontage or above the retail, some allowance for lobbies is necessary.

Guideline

Lobbies for residential, hotel, and office uses may be allowed within the required retail storefront space provided that the street frontage of the lobby is limited relative to the property's overall retail frontage and that the storefront design of the lobby provides continuity to the retail character of the site and the overall street.

Special Consideration for Totem Center

Since pedestrians move slowly along the sidewalk, the street level of buildings must be interesting and varied. Since the potential exists for large tenants to locate within TL 2, efforts should be made to minimize the impacts of these uses along pedestrian-oriented streets and concourses. Along 120th Avenue NE, buildings should be designed to add vitality along the sidewalk, by providing multiple entrance points to shops, continuous weather protection, outdoor dining, transparency of windows and interactive window displays, entertainment and diverse architectural elements. Ground floor development in TL 2 should be set close to the sidewalk along pedestrian streets and concourses to orient to the pedestrian and provide an appropriately-scaled environment.

Special Consideration for Neighborhood Business Districts and Houghton/Everest Neighborhood Center

Issue

To create a focal point for the community and engage pedestrians, buildings are encouraged to be oriented to pedestrian-oriented streets in these zones. However, commercial space that is above or below the grade of the sidewalk can compromise the desired pedestrian orientation.

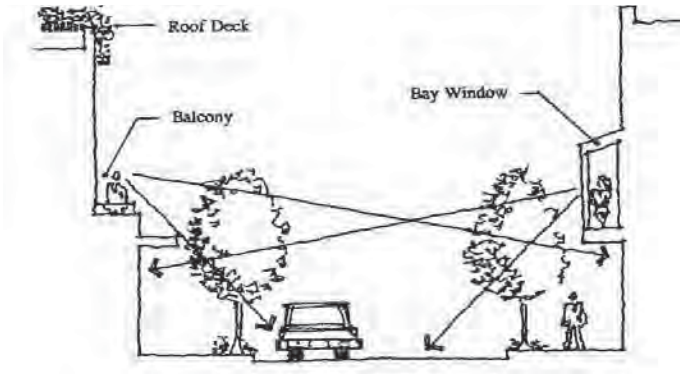
Guideline

Commercial space should generally be at grade with the adjoining sidewalk. Where this is not feasible, the building should be setback from the sidewalk far enough to allow a comfortable grade transition with generous pedestrian-oriented open space.

Upper-Story Activities Overlooking the Street

Issue

Upper-story architectural features such as balconies, roof decks, and bay windows improve the relation between the upper-story living and working units and the street. Upper-story activity provides additional security at night – people overlooking a street tend to "patrol" it – and give the street a more human, people-oriented quality.



Discussion

All buildings should have either an individual balcony or bay window for each dwelling unit or a collective roof deck that overlooks the street or both. This is especially important on the second and third floors where it is easier to establish connection with people on the street level.

Retail stores, offices, and studios liven second stories, particularly at night when second story activities are silhouetted.

Balconies should have direct access from an interior room and be at least 6' in depth so that two or three people can sit at a small table and have enough room to stretch their legs. Plantings are encouraged on balconies and roof decks in order to bring more greenery into the City. Window seating at bay windows enables people to sit by a window and overlook the street.

Guideline

All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.

Lighting from Buildings

Issue

Overpowering and uniform illumination creates glare and destroys the quality of night light. Well-placed lights will form individual pools of light and maintain sufficient lighting levels for security and safety purposes.

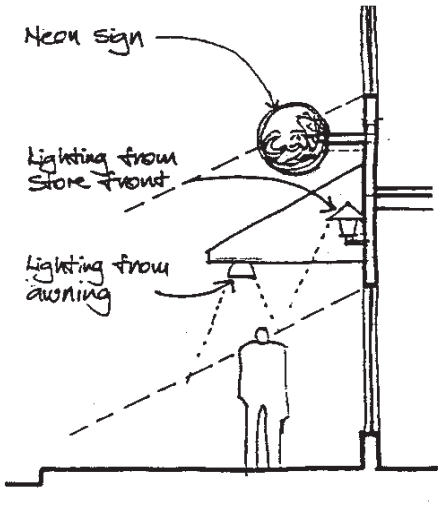
Discussion

All building entries should be lighted to protect occupants and provide an inviting area.

Building facades, awnings, and signs should not be lighted with overpowering and uniform lights. They should be lighted with low-level building-mounted lights and placed apart to form pools of light. Lighting from storefronts, canopies, or awnings is a very attractive and effective way to light sidewalks.

Recommended Minimum Light Level:

- Primary pedestrian walkway: 2 foot candle
- Secondary pedestrian walkway: 2 foot candle
- Parking lot: 1 foot candle



Guideline

All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy- or awning-mounted lights, and display window lights. Encourage variety in the use of light fixtures to give visual variety from one building facade to the next. Back-lit or internally-lit translucent awnings should be prohibited.

Pedestrian-Oriented Plazas

Issue

Too often we see well-designed – but empty – plazas. There is no clear formula for designing a plaza, but a poorly designed plaza will not attract people.

Discussion

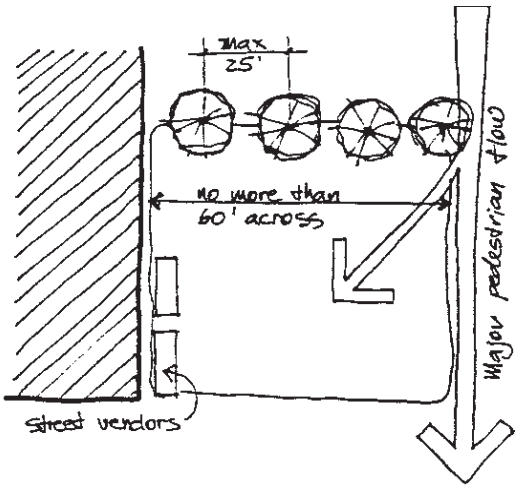
Plazas should be centrally located on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

Plazas should be no more than 60' across and no more than 3' above or below the sidewalk. They must be handicapped accessible.

Plazas should have plenty of benches, steps, and ledges for seating. At least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16".

Locate the plaza in a sunny spot and encourage public art and other amenities. At least 50 percent of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, or other pedestrian-oriented uses.

Provide plenty of planting beds for ground cover or shrubs. One tree should be required for every 200 square feet at a maximum spacing of 25' apart. Special precaution must be taken to prevent trees from blocking the sun.



Guideline

Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety.

Special Considerations for Totem Center

Public spaces, such as landscaped and/or furnished plazas and courtyards should be incorporated into the development, and be visible and accessible from either a public sidewalk or pedestrian connection. Primary pedestrian access points to retail development in TL 2 along 120th Avenue NE may be especially effective locations for public plazas.

Open spaces are especially important in TL 1, where the built environment may be dense. Well designed open spaces in front of and between buildings, visually linked with the open spaces of adjacent developments, will help to provide relief for the pedestrian.

Pedestrian Connections

Issue

the Cross Kirkland Corridor and Eastside Rail Corridor,

The ability to walk directly into a commercial center from the public sidewalk or a bus stop is essential to both pedestrian and vehicular safety.

Discussion

Well defined, direct pedestrian connections from the building to the public sidewalk are not always available in commercial centers. The connection between the internal pedestrian system on the site and the public sidewalk is often interrupted by landscaping or an automobile driveway.

Properly located landscaping can be used along with special paving to help define pedestrian links through the site

Guideline

the Cross Kirkland Corridor and Eastside Rail Corridor,

Commercial developments should have well defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.

Blank Walls

Issue

Blank walls create imposing and dull visual barriers. On the other hand, blank walls are ready "canvases" for art, murals, and landscaping.

Discussion

Blank walls on street fronts. Blank walls on retail frontage deaden the surrounding space and break the retail continuity of the block. Blank walls should be avoided on street front elevations. The adverse impact of a blank wall on the pedestrian streetscape can be mitigated through art, landscaping, street vendors, signs, kiosks, bus stops, or seating. Design guidelines in New York, San Francisco, and Bellevue recommend that ground floor retail with pedestrian-oriented displays be the primary uses in commercial districts. This approach is meant to restore and maintain vitality on the street via continuous rows of retail establishments.

Blank walls perpendicular to street fronts. In some cases fire walls require the intrusion of a flat, unadorned surface. These conditions merit landscaping or artistic treatment. Examples of such treatment include installing trellises for vines and plant material, providing landscaped planting beds that screen at least 50 percent of the wall, incorporating decorative tile or masonry, or providing artwork (mural, sculpture, relief) on the wall.

Guideline

the Cross Kirkland Corridor and Eastside Rail Corridor,

Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.

Public Improvements and Site Features

Introduction

Site features and pedestrian amenities such as lighting, benches, paving, waste receptacles, and other site elements are an important aspect of a pedestrian-oriented business district's character. If these features are design-coordinated and high quality, they can help to unify and upgrade the district's visual character. Development of a master plan for public spaces can provide a coordinated approach to their installation throughout the district.

The guidelines in this section apply primarily to elements associated with street right-of-ways, public parks, and required *major pedestrian pathways*. Although the standards do not apply to private property, except where a *major pedestrian pathway* is required, property owners are encouraged to utilize the standards in private development where they are appropriate. However, there may be cases where different site features, such as light fixtures and benches, should be selected to complement the architectural design of the individual site.

Special Consideration for Houghton/Everest Neighborhood Center
Through block pedestrian connections and connections to the Cross Kirkland Corridor are important features that will help to provide pedestrian access throughout the center.

Pathway Width

Issue

Pathways must be sufficiently wide to handle projected pedestrian traffic. A pathway that is too narrow will have maintenance problems at its edges. A pathway that is too wide is unnecessarily costly and a poor use of space.

Discussion

A pedestrian path of 10' to 12' can accommodate groups of persons walking four abreast or two couples passing each other.

A path near a major park feature or special facility like a transit center should be at least 12' wide. An 8' path will accommodate pedestrian traffic of less than 1,000 persons per hour.

Empirical Comparison:

- Green Lake path = 8'
- Burke-Gilman Path = 8'
- Typical sidewalk = 8' to 14'

Guideline

Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide.

Special Considerations for Juanita Business District

Through-site connections from street to street are a desirable pedestrian amenity in Land Use Area JBD-1.

The goal of these pedestrian connections will be to knit the individual developments into a more cohesive whole, providing convenient pedestrian mobility throughout even if the parcels are developed individually.

Special Consideration for North Rose Hill Business District

Buildings in the NRHBD will be setback at least ten feet from the sidewalk. Landscaping and entry features will be located within this setback yard. Therefore, the sidewalk can be somewhat narrower than on a pedestrian oriented street.

Special Considerations for Totem Center

Through-site connections from street to street, between the upper and lower portions of TL 2, and within TL 2 are needed to provide convenient pedestrian mobility, and to contribute to the village-like character desired for TL 2. Pedestrian connections to surrounding related uses, such as the hospital campus and transit center should also be provided.

Within TL 1, buildings should be set back at least ten feet from the sidewalk. Landscaping and entry features should be located within this setback yard, allowing the sidewalk to be somewhat narrower than on a pedestrian oriented street.

Pedestrian Paths and Amenities

Issues

Pedestrians require more detailed visual stimuli than do people in fast moving vehicles. Pedestrian paths should be safe, enjoyable, and interesting.

Discussion

Street furniture such as benches, planters, fountains, and sculptures enhance the visual experience and reduce apparent walking lengths. Planters, curbs, rails, and other raised surfaces can also be used for seating. Any height between 12" to 20" will do with 16" to 18" being the best. An appropriate seat width ranges from 6" to 24".

Unit paving such as stones, bricks, or tiles should be installed on small plazas and areas of special interest. Asphalt can be used on minor routes to reduce cost and maintenance.

For safety reasons, lighting should be planned along all pedestrian paths. Lighting can originate either from street lights or from building-mounted lights. Street trees and shrubs should be planted along all pedestrian walkways and used to screen parking lots. For safety and appearance purposes, trees and shrubs should be pruned regularly.

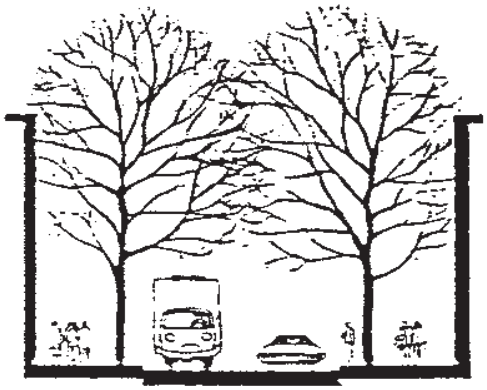
Street Trees

Issues

Streets are the conduits of life in a community. The repetition of trees bordering streets can unify a community's landscape. Trees add color, texture, and form to an otherwise harsh and discordant urban environment.

A strong street tree planting scheme can establish community identity and provide a respite from the weather and the built environment. Large, deciduous trees planted in rows on each side of the street can bring visual continuity to Kirkland – particularly on major entry arterials. Smaller trees should be planted in confined areas.

Street trees will not obscure businesses from the street if the appropriate trees are selected and maintained. Branches can frame ground floor businesses, allowing bus and truck movement while enhancing the pedestrian environment.



Trees should be of adequate size to create an immediate impact and have a good chance of survival. Species with invasive root systems or that are prone to disease, intolerant of pollution, or short-lived should be avoided.

Guideline

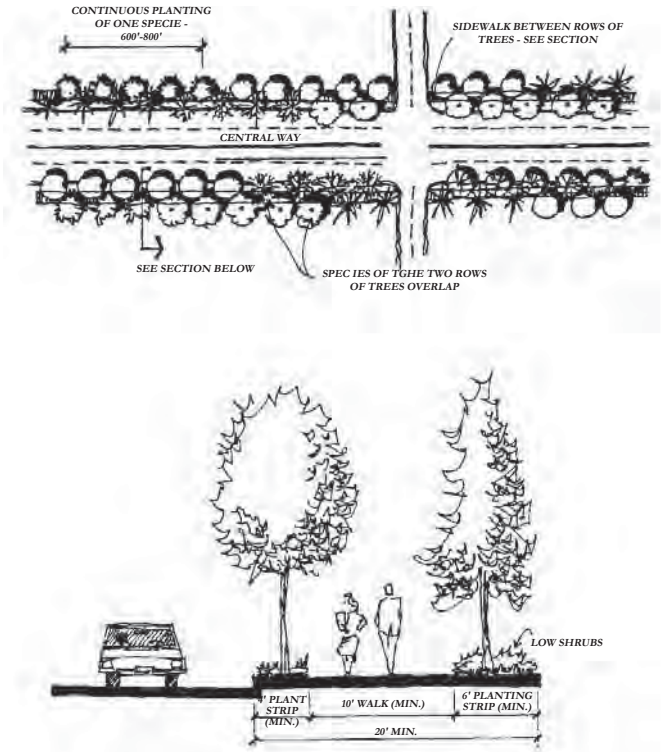
The City should prepare a comprehensive street tree planting plan recommending species and generalized locations.

Special Considerations for Downtown Kirkland

A strong street tree planting scheme is especially important in downtown because of the variety of scale and architecture encouraged in private development. Major entries into Kirkland, especially along Central Way, Kirkland Avenue, Lake Street, and Market Street, should be unified by a strong street tree program.

Some preliminary ideas for a street tree planting plan are:

Central Way: Two rows of trees on each side could be planted (one row near the curb and one row in the required setback on the perimeter of parking lots as in Parkplace). The two rows could feature uniform plantings of species approximately 600' to 800' long. The species could change so that different combinations of species occur along Central Way. This would provide a continuous boulevard effect and incorporate the existing trees.



Proposal for a distinctive, double-row tree planting of street trees on Central Way.

Lake Street and other pedestrian-oriented streets with narrow sidewalks: Flowering pear trees might be a good option since they have tight narrow shapes, attractive flowers, and dark green foliage. Photinia standards might be another option since they are small and have bright red evergreen foliage.

Special Considerations for Juanita Business District

Street trees in the business district should be upgraded with varieties that will not block views of businesses or the lake.

Some preliminary ideas for a street tree planting plan are:

98th Avenue NE: Limb up existing maples and add flowering pear trees (flowers and good fall color) along the curb.

Juanita Drive: Choose street trees that will screen large buildings but still allow views to the lake (flowering pears for example).

97th Avenue NE/120th Place NE: Plant trees to screen parking lots and service entrances. Possibilities are zelkova (elm-like with good fall color) or flowering pears.

Special Considerations for the Market Street Corridor

A consistent street tree plan should be used to add character to the Corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be considered on the west side of Market Street in order to provide a similar environment.

Special considerations for North Rose Hill Business District

Feature a diverse planting of street trees that take into account width of landscape strip, location of overhead utility lines, and maintenance requirements.

Some preliminary ideas for a street tree planting plan are:

NE 116th Street: Add street trees that will buffer the pedestrian corridor from traffic while providing some visual access to adjacent businesses. (Quercus rubra (red oak), Tilia cordata 'Greenspire' (littleleaf linden), Zelkova serrata 'Village Green' for example).

124th Avenue NE: Choose street trees that will buffer the pedestrian but still allow some visual access to adjoining businesses (Carpinus japonicus (Japanese hornbeam), Cercidiphyllum japonicum (Katsura), Fraxinus pennsylvanica 'Summit' (Summit ash) for example).

Slater Avenue NE: Add trees with flowers and good fall colors as a transition to the residential portion of the neighborhood (Malus sp. (flowering crab), Styrax japonicus (Japanese snowbell), Crataegus phaenopyrum (Washington hawthorn), Prunus padus 'Summer Glow' (bird cherry- red leaves) for example).

Special Considerations for Totem Center

Street trees within this area should be selected to achieve the varying objectives of the district. Some preliminary ideas for a street tree planting plan are:

Totem Lake Boulevard: South of NE 128th Street, trees should be planted that balance the goals of creating a "greenway" along the boulevard, providing a safe and inviting pedestrian experience and enabling visibility of the site's businesses to the freeway traveler. Smaller trees planted at frequent intervals anchored by larger, "boulevard" trees at primary site entrances would achieve these objectives. As an alternative or additional component, groupings of trees planted behind a meandering sidewalk may also be effective.

North of NE 128th Street to NE 132nd Street, plantings should be unified with those used along Totem Lake Boulevard to the south.

120th Avenue NE: South of NE 128th Street, choose street trees that will emphasize the pedestrian connec-

tion between the upper and lower mall, such as the use of larger trees at crossings and major points of entry. Choose spacing and varieties to create a plaza-like character to encourage pedestrian activity. Trees in planters and colorful flower beds will soften the area for pedestrians but allow visual access to adjoining businesses.
The tree planting plan used along NE 128th Street between Totem Lake Boulevard and 120th Avenue NE should be continued to the segment of 120th Avenue NE between NE 128th Street and NE 132nd Street, to provide a consistent identity throughout the district.

NE 132nd Street: Create a strong streetscape element, inviting to the pedestrian, with street trees proportionate to adjacent land uses.

Public Improvements and Site Features

Issue and Discussion

The quality and character of public improvements and site features such as street and park lights, benches, planters, waste receptacles, pavement materials, and public signs are critical components of a city's image. Standards for public improvements and site features, along with a master plan for public spaces, will assist in the development of a coordinated streetscape that will unify the variety of private development. Successful standards help assure high quality, low maintenance site features, and simplify the purchase and replacement of features for parks and public works departments.

Since public improvement standards have long-term implications for the community, relevant City departments must be involved in their development to make sure all concerns are met. Standards should permit some flexibility and address technical issues such as cost, availability, handicapped accessibility, and durability.

Special Consideration for Houghton/Everest Neighborhood Center
Pedestrian lighting should be provided along school walk routes and all pedestrian oriented streets in the the center.

Guideline

Planning and Building Department

The ~~Department of Planning and Community Development~~, along with other City departments, should develop a set of public improvement and site feature standards for use in pedestrian-oriented business districts. The standards can be the same or unique for each district. A master plan for public spaces within a district should be adopted to coordinate placement of the features and otherwise carry out the Comprehensive Plan.

The City of Kirkland should work with interested groups to design a public sign system for gateways, pathways, information kiosks, etc., with a signature color palette and identifying logo.

Special Considerations for the Market Street Corridor

An historic style of street light should be used to reflect the nature of the 1890's buildings in the historic district at 7th Avenue and Market Street. These lights may also be used along other stretches of the corridor, particularly in the area between the Historic District and the Central Business District.

Entry Gateway Features

Issue

The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts. Entry points differ in topography, available space, and surrounding visual character; nevertheless, gateway features should be reinforced by a unified design theme. Gateway features can be different in size or configuration, yet still incorporate similar materials, landscaping, graphics, and design elements.

Discussion

The gateway features should frame and enhance views. Large sign bridges or flashing graphics would dominate the view and are inappropriate. Consistent elements that could be incorporated at all entry points might include:

- Distinctive landscaping such as floral displays or blue-green colored evergreen foliage.
- Multicolored masonry, perhaps forming a screen or wall on which an entry sign is placed.
- A distinctive light such as a column of glass block or cluster of globes.

- A unifying device such as the district's logo. In Downtown Kirkland, for example, a triangular sail logo could be a metal weather vane or an actual fabric sail on a steel armature.
- A repetitive element such as a series of closely spaced sails or lights.
- A trellis incorporating landscaping. A trellis or arbor is adaptable to space constraints.
- Similar artwork such as a different animal or bird sculpture at each entry.

Guideline

Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district.

Special Consideration for Downtown Kirkland

The transit center is another "gateway" experience. The center should be a focal feature that provides comfort and amenities for transit users. Some form of shelter with a strong architectural identity should be pursued.

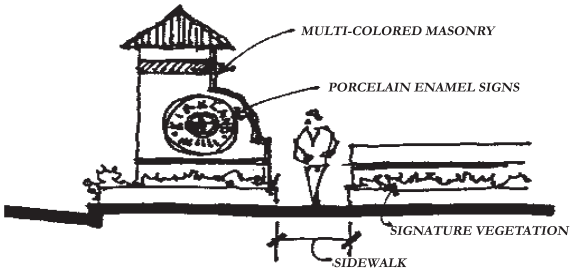
Special Consideration for Juanita Business District

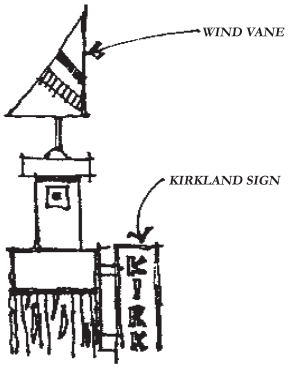
The entry features should be "identity-giving elements" that reflect the business district and Juanita Bay. If successful they can become an identifying symbol or logo for the district and an attraction in themselves.

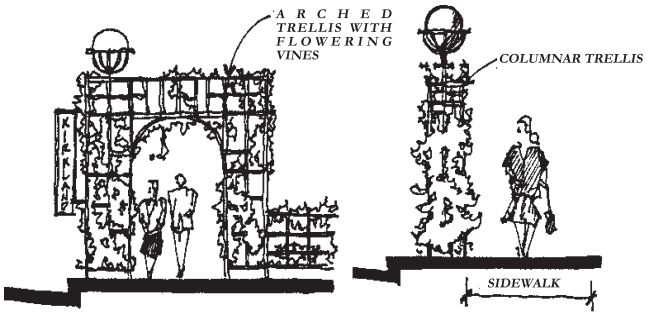
Special Consideration for North Rose Hill Business District

Use public art and private efforts to establish gateway features that strengthen the character and identity of the neighborhood. Use landscaping, signs, structures or other features that identify the neighborhood.

At the southwest corner of NE 116th Street and 124th Avenue NE a neighborhood gateway feature such as open space or plaza with signage should be integrated with a pedestrian connection linking Slater and NE 116th Street. In the alternative, a corner land mark consisting of a combination of open space and architectural building design features should be provided to identify the business district.







Special Considerations for Totem Center

The Transit Center on the hospital campus should be a "landmark" feature for both the Totem Center district and the hospital campus, providing a focal point for residents, employees and visitors. A combination of signs and symbols linking the transit center to the pedestrian connection along NE 128th Street, the flyer stop and the Park and Ride should be provided. Design of the transit center should be compatible with campus development yet be clearly identifiable as a facility serving the general public.

A prominent entry to the district exists at the intersection of NE 128th Street and Totem Lake Boulevard, where vehicles and pedestrians arrive from the crossing over I-405. Entry features provided in this area should contribute to the identity associated with the Totem Center district.

Public art and private efforts can be used to establish gateway features to strengthen the character and identity of Totem Center and the neighborhood. At the northern entry to Totem Center at 120th Avenue NE and NE 132nd Street, a neighborhood entry sign or other identifying neighborhood feature should be provided. Another important entry point identified in the neighborhood plan is along Totem Lake Boulevard, just east of 120th Avenue NE. A feature providing a sense of entry into the Totem Center district at this location would be appropriate.

Public Art

Issue

Art begins with the perceptions and expressive talents of individual artists. "Public art" applies that expression to the public realm either by its location in a public setting or by its emphasis on subjects relevant to the larger community. Public art contributes to the unique character, history, and sense of place of a community.

Discussion

Public art is more than merely urban decoration; it can play an integral role in civic revitalization. Public art can make us more aware of our surroundings; reinforce the design character of our streets, parks, and buildings; commemorate special events; and serve as a catalyst for public activity and civic pride. At its best, art opens our eyes to new perceptions and helps us understand who we are and what is special about our community.

Public art is generally most effective when it is integrated with larger civic improvement efforts. Opportunities for art can be identified earlier and funding can be used more effectively. For example, emblems, lighting, pavement decorations, and decorative pedestrian furniture can be incorporated as part of a street improvement project at little cost to the total project such as in Seattle's Third Avenue transit corridor, Port Angeles's Maritime Flags, and Portland's Transit Mall.

The involvement of an artist in the design of a park, fountain, street lighting, or signs can add a special quality that has more impact than if the artwork and the functional element were decorated separately. The famous art nouveau detailing on Paris's metro stations is a good example.

Guideline

Kirkland should continue its tradition of encouraging public art pieces.

Parking Lot Location and Design

Introduction

In pedestrian-oriented business districts, improperly located and poorly designed parking lots can destroy the ambiance and qualities that attract people to the district in the first place. This section contains guidelines to direct development of parking facilities. The number of required stalls is specified in the Kirkland Zoning Code. The guidelines in this section deal with:

- Parking lot location – Parking in front of buildings is discouraged, and combined lots that serve more than one business or use are encouraged.
- Parking lot entrances – The number of entries is addressed.
- Parking lot circulation and pedestrian access – Clear internal vehicular and pedestrian circulation is required, especially in large parking lots.
- Parking garages – Parking garages provide convenient, less intrusive parking. Yet, garages can themselves be intrusive since they are often large monolithic structures with little refinement, interest, or activity. The guidelines for parking garages are intended to make them fit into the scale and character of pedestrian-oriented districts.
- Parking Lot Landscaping – Parking lot landscaping should be more extensive if the lot has to be in a location that is visible from a street or public park than if the lot is located at the rear of the site hidden away from streets and neighboring properties. This provision is made to encourage parking lot development in less visible locations.

On the following pages, urban design guidelines are presented that outline design information, concepts, and solutions associated with parking lot development. They serve as a conceptual basis for the regulations in the Zoning Code.

Parking Locations and Entrances

Issue

Parking lots can detract from the pedestrian and visual character of a commercial area. The adverse impacts of parking lots can be mitigated through sensitive design, location, and configuration.

Discussion

The ingress and egress of vehicles in parking lots disrupts pedestrian movement and through traffic – especially near intersections. Moreover, busy streets are a safety hazard. Parking lots that are accessed by a single curb cut reduce potential conflict and use land more efficiently. Also, combining the parking lots of individual stores into a large parking network makes it easier for patrons to find convenient parking stalls.

Parking lots should be encouraged in rear or side yards. The parking lot at Wendy's restaurant on Central Way is an example of this configuration.

The City of Seattle limits parking lot access on pedestrian-oriented streets such as Broadway on Capitol Hill.

Guideline

Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking.

Special Consideration for Downtown Kirkland

Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The *Downtown Plan* calls for limiting the number of vehicle curb cuts.

Special Consideration for Juanita Business District and North Rose Hill Business District

Shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts. The Juanita Business District Plan also encourages shared parking/service areas in Land Use Area JBD-1. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.

Attachment 4

Special Considerations for Houghton/Everest Neighborhood Center
Consolidate driveways within the neighborhood center, especially existing driveways that are currently closely spaced. Restrict or mitigate surface parking between buildings and the Cross Kirkland Corridor.

Special Consideration for Totem Center

Throughout Totem Center, parking areas located between the street and the building should be discouraged. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.

Circulation Within Parking Lots

Issue

Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked. Parking lots should be combined to reduce driveways and improve circulation.

Discussion

Vehicle Circulation. Parking lots should have few dead-end parking lanes and provide drive-through configurations. The APA *Aesthetics of Parking* publication recommends channelized queuing space at the entrances and exits to parking lots to prevent cars from waiting in the street.

Pedestrian Circulation. Good pedestrian circulation is critical. A clear path from the sidewalk to the building entrance should be required for all sites, even through parking lots in front yards. For sites with large parking lots, clear pedestrian circulation routes within the lot from stalls to the building entrances should be provided. In addition, a raised concrete pavement should also be provided in front of the entrance as a loading or waiting area so the entrance will not be blocked by parked vehicles. Finally, pedestrian access between parking lots on adjacent properties should be provided.

Guideline

Parking lot design should be clear and well organized. Space should be provided for pedestrians to walk safely in all parking lots.

Special Consideration for Downtown Kirkland

Because land is limited in Downtown Kirkland, efficient and compact parking lot configurations are a top priority. Parking lots in the periphery of the core area that accommodate about 100 vehicles (approximately 3/4 to 1 acre) should be articulated with landscaped berms.

Issue

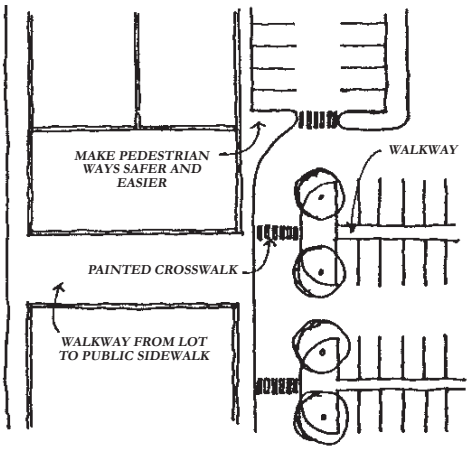
Parking lots are typically unsightly, require vast quantities of space, break the links between buildings, and destroy the continuity of streetfronts. If possible, parking lots should be located at the rear of buildings. When this is not possible, landscaping can be used to break up and screen parking lots.

Discussion

Parking lots can be concealed by a structural screen wall or through the use of plant materials. Plant materials can create dense, hedge-like screens, separating lots from adjacent uses or public right-of-ways. Perimeter plantings must provide an adequate screen. A screen wall constructed in a similar style as adjacent development may be used in lieu of perimeter landscaping.

Trees along the edges of and within parking lots can effectively soften an otherwise barren and hostile space. Interior plantings can be consolidated to provide islands of greenery or be planted at regular intervals. Use of drought-tolerant plants can improve the likelihood that the landscaping will survive and look good.

Landscaping guidelines should be flexible and allow creative screening methods (e.g., clustering trees, berming, mixing structures, and trees). Less landscaping should be required if the lot is hidden from view.



Guideline

Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact.

Special Considerations for the Market Street Corridor

Screening and landscaping should be required where parking is adjacent to single family residential uses in order to reduce impacts on the adjoining homes.

Special Consideration for Juanita Business District, North Rose Hill Business District and Totem Center

Screening and landscaping should be required where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter.

Within TL 2, the provision of landscaping to soften the impacts of cars and pavement is important. Clusters of trees rather than single trees may be more effective in certain portions of the mall's parking areas. Visibility of the mall from the freeway should be considered when evaluating the locations and types of landscaping to be used.

Parking Garages

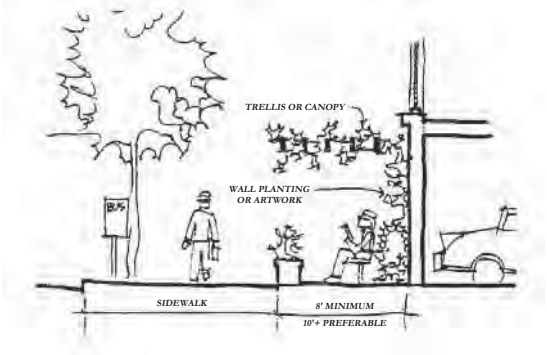
Issue

Parking garages are some of the most unattractive buildings built during the past several decades. Most new parking structures are designed with little or no attention to screening or treatment of the facades.

Discussion

There are several ways to mitigate the visual impacts of parking garages in the urban environment. A garage in a pedestrian area can contain a pedestrian-oriented retail use in the ground floor area of the garage adjacent to the street. Cafes, newsstands, or other small shops can fit well within the typical parking garage, requiring the space equivalent to only one 20' bay of parking.

Also, parking garages can be set back to provide space for a small landscaped plaza with a seating area. Moreover, the wall of the garage behind the plaza can be used as a canvas for landscaping or artwork. Also, the plaza could be covered with a glass canopy or trellis. The plaza should face south to receive sunlight. A plaza of this type is ideal for bus stops or street vendors.



In non-pedestrian areas, dense landscaping around the perimeter of parking garages can help screen their bulk. Strict standards for minimum landscaping around garages should be developed.

Guideline

The intrusive qualities of parking garages must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas and in highvisibility locations. On hillsides and near residential areas the stepping back or terracing of upper stories should be considered to reduce scale.

Special Consideration for Downtown Kirkland

Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.

Special Consideration for Totem Center

The development densities planned for Totem Center may result in the need for large parking structures to support them. Careful design of the structures will be important to retain a visually attractive environment.

The location of parking structures along pedestrian-oriented streets or pedestrian pathways should be discouraged. Where parking structures cannot be located underground and must be provided on the ground floor, an intervening use is desirable to retain the visual interest along the street. If parking areas are located in a separate structure from the primary use, the structure must be set back from the street, and screened with substantial landscaping.

Within TL 2, if it is not possible or practical to locate parking structures behind a building or underground, structured parking should be developed, oriented and screened to complement adjacent buildings, reduce automobile/pedestrian conflicts, and support the pedestrian environment. Artwork, display windows, trellises and/or dense vegetation are examples of screening devices that may be successful in balancing the scale of the structure with the pedestrian environment.

Scale

Introduction

When architects talk about a building's "scale," they generally mean the perceived size of the building relative to an individual person or its surroundings. The term "human scale" is used to indicate a building's size relative to a person, but the actual size of a building or room is often not as important as its perceived size. Architects use a variety of design techniques to give a space or structure the desired effect; whether it be to make a room either more intimate or spacious, or a building either more or less imposing. Frank Lloyd Wright, for example, used wide overhangs and horizontal rooflines to make his prairie-style houses appear lower and longer, better fitting into the flat, midwestern landscape. Unless the objective is to produce a grandiose or imposing building, architects generally try to give a building a "good human scale," meaning that the building is of a size and proportion that feels comfortable. For most commercial buildings, the objective is to attract customers and visitors by designing comfortable, inviting buildings.

Generally, people feel more comfortable in a space where they can clearly understand the size of the building by visual clues or proportions. For example, because we know from experience the size of typical doors, windows, railings, etc., using traditionally-sized elements such as these provides a sense of a building's size. Greek temples that feature columns, but not conventional doors, windows, or other elements, do not give a sense of human scale (although the Greeks subtly modified the properties and siting of their temples to achieve the desired scale). The guidelines in this section describe a variety of techniques to give a comfortable human scale by providing building elements that help individuals relate to the building.

"Architectural scale" means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are "in scale." It is important that buildings have generally the same architectural scale so that a few buildings do not overpower the others. The exception to this rule is an important civic or cultural building that has a prominent role in the community. For example, nobody accuses a beautiful cathedral in a medieval European town of being "out of scale." Because the Comprehensive Plan encourages a variety of different uses and building heights, such as in Downtown Kirkland, the buildings' sizes will vary widely. To achieve a more harmonious relationship between the buildings and a more consistent character, design techniques should be used to break the volume of large buildings down into smaller units. Several guidelines in this section are directed toward achieving a consistent scale within districts.

The following guidelines illustrate some design techniques to give buildings a "sense of scale." The regulations in the Zoning Code related to scale require that project architects address the issues of human and architectural scale while providing a wide range of options to do so.

Fenestration Patterns

Issue

The size, location, and number of windows in an urban setting creates a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns. Excess window glazing on a storefront provides little visual contrast; blank walls are dull and monotonous. The correct window-to-wall ratio and a mix of fenestration patterns can create an enjoyable and cohesive urban character on both pedestrian- and automobile-oriented streets.

Many local contemporary buildings have "ribbon windows" (continuous horizontal bands of glass) or "window walls" (glass over the entire surface). Although effective in many settings, these window types do little to indicate the scale of the building and do not necessarily complement the architecture of small-scaled buildings. Breaking large expanses or strips of glass with mullions or other devices can help to give the building a more identifiable scale.

Discussion

According to an old architectural cliché, windows are a building's eyes. We look to windows for visual clues as to the size and function of the building. If the window areas are divided into units that we associate with small-scale commercial buildings, then we will be better able to judge the building's size relative to our own bodies. Breaking window areas into units of about 35 square feet or less with each window unit separated by a visible mullion or other element at least 6 inches wide would accomplish this goal. Another successful approach is multiple-paned windows with visible mullions separating several smaller panes of glass. But on the ground floor where transparency is vital to pedestrian qualities, this device may be counterproductive.

Patterns of fenestration should vary depending on whether the street is pedestrian- or automobile-oriented. A window pattern that is interesting from a car may be monotonous to a slow-moving pedestrian; likewise, a window pattern that is interesting to a pedestrian may seem chaotic from a fast-moving car. Thus, pedestrian-oriented fenestration should allow for more complex arrangements and irregularity while automobile-oriented fenestration should have more gradual changes in pattern and larger and more simple window types.

An optimum design goal would allow for varied treatment of window detailing with unifying features such as 18" to 24" sills, vertical modulation in structure, varied setbacks in elevation, and more highly ornamented upper-story windows. Excessive use of ribbon windows throughout a building does not engage the eye and should be avoided.

Guideline

Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.

Special Considerations for the Market Street Corridor

Window treatment in the historic district should reflect the trim detailing, size, proportions, location and number of windows in the existing historic buildings in the district.

Special Consideration for Downtown Kirkland

Breaking larger window areas into smaller units to achieve a more intimate scale is most important in Design Districts 1, 2, 4, 8, and the southwest portion of 3 where new buildings should fit with older structures that have traditional-styled windows.Architectural Elements Decks, Bay Windows, Arcades, Porches.

Architectural Elements: Decks, Bay Windows, Arcades, Porches

Issue

Special elements in a building facade create a distinct character in an urban context. A bay window suggests housing, while an arcade suggests a public walkway with retail frontage. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined "human scale."

Discussion

Requirements for specific architectural features should be avoided and variety encouraged. Building designs should incorporate one or more of the following architectural elements: arcade, balcony, bay window, roof deck, trellis, landscaping, awning, cornice, frieze, art concept, or courtyard. Insistence on design control should take a back seat to encouraging the use of such elements.

Guideline

Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged.

Special Consideration for Downtown Kirkland

Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.

Special Consideration for Totem Center

Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated with the building and not "tacked on".

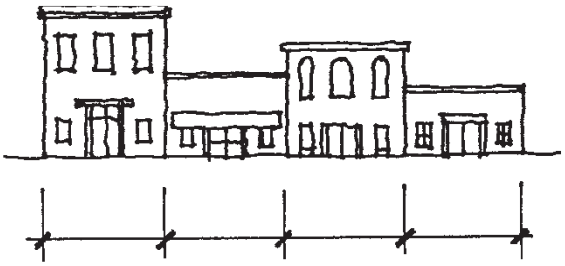
Building Modulation – Vertical

Issue

Vertical building modulation is the vertical articulation or division of an imposing building facade through architectural features, setbacks, or varying rooflines. Vertical modulation adds variety and visual relief to long stretches of development on the streetscape. By altering an elevation vertically, a large building will appear to be more of an aggregation of smaller buildings. Vertical modulation is well-suited for residential development and sites with steep topography.

Discussion

Urban design guidelines should address vertical modulation in order to eliminate monotonous facades. Vertical modulation may take the form of balcony setbacks, varied rooflines, bay windows, protruding structures, or vertical circulation elements – the technique used must be integral to the architecture.



Vertical modulation in urban setting

Vertical modulation is important primarily in neighborhoods where topography demands a stepping down of structures. The vertical modulation of a large development project in a residential area can make the project appear to be more in scale with the existing neighborhood. Long facades can be vertically modulated to better conform to the layout and development pattern of single-family houses. The vertical modulation of buildings on steep slopes also provides terraced development rather than one single building block, thereby better reflecting the existing terrain.

Guideline

Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.

This building uses both horizontal and vertical modulation to add interest and reduce its visual bulk.

Special Considerations for Totem Center

Since greater heights are allowed in TL 1 than elsewhere in the city, the impacts of increased height are a concern. Impacts associated with taller buildings are generally ones of reduced open space and privacy, shadowing and loss of light.

Massing of development in slimmer but taller towers rather than in shorter, wider buildings presents an opportunity to create open space between existing buildings, particularly when buildings step back from property lines and neighboring structures. For new buildings to fit in to the existing setting, a balance between higher and lower structures should be maintained.

To preserve openness between structures, separation between towers, both on a development site and between adjacent properties, should be provided. The specific separation should be determined based on height, relation and orientation to other tall structures, configuration of building mass and solar access to public spaces.

Taller buildings or "towers" in TL 1 should have relatively compact floor plates. The use of towers above a two-three story podium creates a varied building footprint and the perception of a smaller overall building mass. When the building's mass is instead concentrated in lower buildings with larger floor plates, greater emphasis should be placed on open space and plazas to provide relief at the pedestrian level.

Design treatments used in the upper portion of a building can promote visual interest and variety in the Totem Center skyline. Treatments that sculpt the facades of a building, provide for variety in materials, texture, pattern or color, or provide a specific architectural rooftop element can contribute to the creation of a varied skyline.

Special Considerations for Neighborhood Business Districts

and the Houghton/Everest Neighborhood Center

Issue

Because these districts are typically integrated into residential areas, the design should reflect the scale of the neighborhood by avoiding long façades without visual relief.

Guideline

Façades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all floors above the ground floor combined with changes in color and material.

Building Modulation – Horizontal

Issue

Horizontal building modulation is the horizontal articulation or division of larger building façades. The lower portion of a multi-story building should incorporate pedestrian-scale elements and a strong base. The top of the building should incorporate distinctive roof treatments. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Horizontal modulation is well suited to downtown areas and automobile-oriented streetscapes where the development of tall building masses is more likely.

Discussion

A lively urban character uses a variety of architectural forms and materials that together create an integrated pattern of development with recurring architectural features. Horizontal awnings, balconies, and roof features should be incorporated into new development provided that their appearance varies through the use of color, materials, size, and location.

Horizontal modulation elements: canopy, brick banding, and window details.

Guideline

Horizontal building modulation may 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.

Special Consideration for Downtown Kirkland

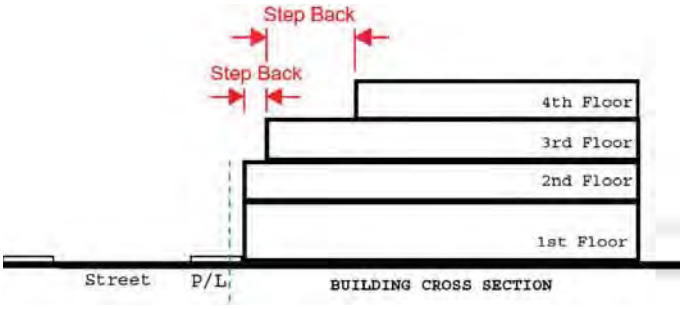
Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.

Special Consideration for Building Massing in Central Business District 1 (CBD 1A & 1B) - Upper Story Step Backs

and the Houghton/Everest Neighborhood Center

Issue

Taller buildings can negatively affect human scale at the street level and should be mitigated. Upper story step backs provide a way to reduce building massing for larger structures. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.



By reducing mass at upper stories, visual focus is oriented towards the building base and the pedestrian experience. In addition, greater solar access may be provided at the street level due to the wider angle which results from the recessed upper stories

Marina Heights

Upper story step backs are appropriate in areas where taller buildings are allowed and imposing building facades at the sidewalk are intended to be avoided.

Discussion

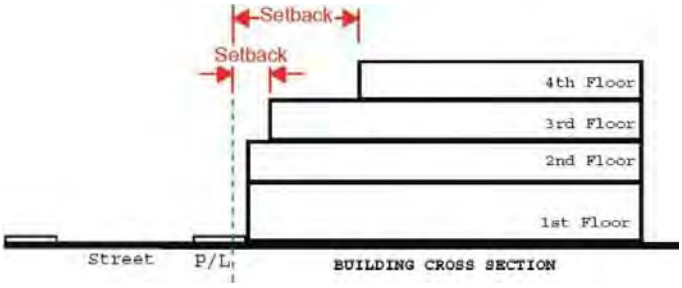
Design guidelines should address upper story step backs to improve the pedestrian experience and maintain human scale. When viewed from across the street, upper story step backs generally reduce perceived building massing and provide additional sunlight at the ground level. When viewed from the sidewalk immediately adjacent to the building, upper story step backs reduce the view of the upper stories and help maintain pedestrian scale by preventing large buildings from looming over the sidewalk.

Since the benefits of upper story step backs are primarily experienced from the public realm in front of buildings, the step backs should be located within a zone along the front property line.

Overly regimented building forms along front facades should be avoided to prevent undesirable building design. The arrangement of building step backs should create varied and attractive buildings consistent with the principles discussed in previous sections.

Upper story step backs also allow for additional eyes on the street in the form of decks and/or balconies. Upper story activities help improve the relationship of the building to the streetscape. Landscaping should also be incorporated at the upper stories to help soften building forms.

In order to quantify upper story step backs, measurement should be taken from the property line. Setback is the term used to describe the distance of a structure from the property line. By measuring from the pre-existing property line, setbacks provide for consistency in measurement and will account for projects where additional right-of-way is proposed or required along the property frontage for wider sidewalks and/or additional public open space.

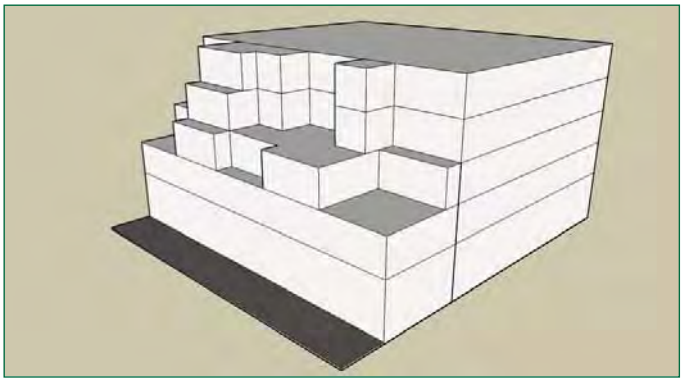


The required upper story setback should be allowed to be reduced if an equal amount of beneficial public open space is provided at the street level. A certain amount of building cantilevering over sidewalks may also be allowed if the pedestrian environment is not adversely affected.

The Kirkland Zoning Code establishes the requirements for upper story setbacks and provisions for allowing reductions to the required upper story setbacks in exchange for open space at the street level. The following guidelines are intended to provide the Design Review Board the tools to create varied and attractive buildings.

Guidelines - Upper Story Setbacks

- ***Buildings above the second story (or third story where applicable in the Downtown Plan) should utilize upper story step backs to create receding building forms as building height increases, allow for additional solar access, and maintain human scale at the street level.***
- ***The final arrangement of building mass should be placed in context with existing and/or planned improvements, solar access, important street corners, and orientation with the public realm.***
- ***A rigid stair step or "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 within the required upper story setback area.***



Varied step back approach

- *In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.*
- *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*
- *Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.*
- *Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.*
- *Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key facades. Special attention to maintain an activated streetscape is important in these areas.*
- *For properties on Park Lane which front multiple streets and upper story setbacks are proposed to be averaged, concentration of upper story building mass along Park Lane should be avoided.*

Guideline - Open Space at Street Level

Reductions to required upper story setbacks may be appropriate where an equal amount of beneficial public open space is created at the street level consistent with the following principles:

- *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.*
- *A combination of lighting, paving, landscaping and seating should be utilized to enhance the pedestrian experience within the public open space.*
- *Public open space should be activated with adjacent shops, outdoor dining, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.*
- *Where substantial open space "trade-offs" are proposed, site context should be the primary factor in the placement of the public open space (e.g. important corners, solar access.)*

Guideline - Building Cantilevering Over Sidewalks

for CBD 1A & 1B only

Buildings may be allowed to cantilever over sidewalks if a sidewalk dedication and/or easement is required consistent with following guidelines:

- *The total length of cantilevered portions of a building should be no more than 1/3rd of the entire length of the building façade. The cantilevered portions of a building should be spread out and not consolidated in a single area on the building façade.*
- *Unobstructed pedestrian flow should be maintained through the subject property to adjoining sidewalks.*
- *Space under the building cantilever should appear and function as part of the public realm.*
- *The sense of enclosure is minimized.*

Special Considerations for Neighborhood Business Districts

Issue

Where buildings are close to the street in these neighborhood areas, vertical building massing can negatively affect human scale at the street level. Upper story step backs provide a way to reduce building massing. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.

Guideline

Above the ground floor, buildings should utilize upper story step backs to create receding building forms as building height increases. Rather than a rigid stair step approach, varied step back depths and heights should be used to create well modulated façades and usable decks and balconies overlooking the street.

Issue

Within the South Rose Hill Neighborhood Plan, additional mitigation of scale impacts is called for.

Guideline

Building height, bulk, modulation, and roofline design should reflect the scale and character of adjoining single-family development.

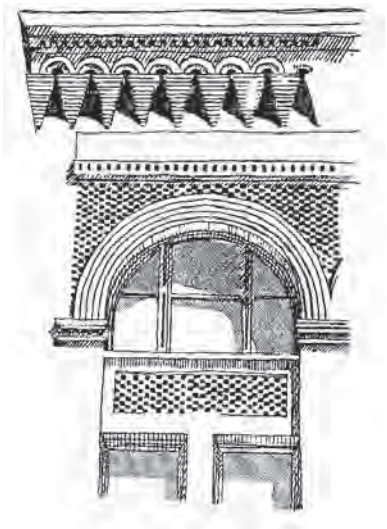
Building Material Color and Detail

Introduction

Many historic cities and towns owe much of their charm to a limited palette of building materials. One thinks of how the white clapboard houses of a New England village or the tile-roofed structures of an Italian hill town provide a more unified, consistent visual character. Today, there is a wide spectrum of building materials available, and modern towns such as Kirkland feature a variety of materials and colors. Architects have demonstrated that materials often considered unattractive, such as cinderblocks or metal siding, can be successfully used in attractive, high-quality buildings.

When buildings are seen from a distance, the most noticeable qualities are the overall form and color. If we take the typical building in Kirkland to be 100' wide and 35' tall, then we must be at least 200' away from the building for it to fit within our cone of vision so that we can perceive its overall shape. At that distance, windows, doors, and other major features are clearly visible.

However, as we approach the building and get within 60' to 80' from the building (approximately the distance across a typical downtown street), we notice not so much the building's overall form as its individual elements. When we get still closer, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. In a pedestrian-oriented business district, it is essential that buildings and their contents be attractive up close.



Therefore, these design guidelines are intended to allow a variety of materials and colors, but direct the use of certain materials so that their application does not significantly detract from design consistency or quality. Most of the regulations in the Zoning Code deal with the application of specific materials such as metal siding and cinderblocks so that their potentially negative characteristics are minimized. In addition, the guidelines include guidelines and regulations that require all buildings to incorporate design details and small-scale elements into their facades.

Ornament and Applied Art

Issue

Ornament and applied art add quality, visual interest, and a sense of human scale to the built environment. It is necessary to understand the place and appropriateness of ornament in order to maintain a cohesive and integrated urban setting.

Discussion

Ornament and applied art can be used to emphasize the edges and transition between public and private space, and between walls to ground, roof to sky, and architectural features to adjacent elements. Ornament may consist of raised surfaces, painted surfaces, ornamental or textured banding, changing of materials, or lighting. Therefore, buildings should incorporate art features that emphasize architectural elements and connections. Ornament should also maintain a cohesive relationship to its setting, emphasizing its connection to the surrounding space.

Guideline

Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on 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.

Special Considerations for the Market Street Corridor

Emphasis on building features such as doors, windows, cornice treatment, bricks and ornamental masonry should be taken into consideration when designing new or remodeled buildings in the historic district. These features should be in keeping with the building materials, colors and details of the existing historic buildings.

Color

Issue

Color bolsters a sense of place and community identity (e.g., white New England villages, adobe-colored New Mexico towns, limestone Cotswold villages). Kirkland should consider emphasizing the existing color scheme and developing a unified design identity.

Discussion

A variety of colors should be used in Kirkland. By no means should design be limited by overly-restrictive guidelines dictating color use. Based on Kirkland's existing color scheme, the following general guidelines can prevent garish, incongruous colors from being inappropriately applied or juxtaposed to more subdued earth tones and colors.

- Where appropriate, use the natural colors of materials such as brick, stone, tile, and stained wood (painted wood is acceptable).
- Use only high-quality coatings for concrete.
- Emphasize earth tones or subdued colors such as barn red and blue-gray for building walls and large surfaces.
- Reserve bright colors for trim or accents.
- Emphasize dark, saturated colors for awnings, and avoid garish and light colors that show dirt.
- Avoid highly-tinted or mirrored glass (except stained-glass windows).
- Consider the color of neighboring buildings when selecting colors for new buildings.

Guideline

Color schemes should adhere to the guidelines enumerated above. The use of a range of colors compatible within a coordinated color scheme should be encouraged.

Special Consideration for Houghton/Everest Neighborhood Center
The corner of NE 68th Street and108th Avenue NE provides a gateway to the Neighborhood Center. Buildings at this corner should be designed to enhance this gateway with elements such building setbacks and step backs, as architectural features, public open space, view preservation and art (see also Design Guidelines for Entry Gateway Features). Building frontages should encourage street level pedestrian activity.

Street Corners

Issue

Street corners provide special opportunities for visual punctuation and an enhanced pedestrian environment. Buildings on corner sites should incorporate architectural design elements that create visual interest for the pedestrian and provide a sense of human proportion and scale.

Discussion

Corners are crossroads and provide places of heightened pedestrian activity. Rob Krier notes that: "The corner of a building is one of the most important zones and is mainly concerned with the mediation of two facades." Corners may be accentuated by towers and corner building entrances.

Guideline

Buildings should be designed to architecturally enhance building corners.

Special Consideration for Downtown Kirkland

Special attention should be paid to both the design and detailing of new buildings on corner sites in the pedestrian oriented design districts. Existing buildings could incorporate some of these elements (human-scale and visual punctuation) through the use of such elements as awnings and well-designed signs at the corner.

Downtown Kirkland has several "T" intersections, and the building located at the terminus of the street view corridor presents a high-visibility opportunity for special architectural treatment.

The corner of Central Way and Third Street marks a prominent gateway to the core area as well as the Downtown Transit Center and deserves special design emphasis.

Signs

Issues

Kirkland's Zoning Code regulates signs throughout the city in order to create a high-quality urban environment. Automobile-oriented signs typically found on commercial strips can be overpowering and obtrusive. Pedestrian signs are smaller and closer to viewers; thus, creative, well-crafted signs are more cost effective than large signs mounted high on poles.

Signs should be an integral part of a building's facade. The location, architectural style, and mounting of signs should conform with a building's architecture and not cover up or conflict with its prominent architectural features. A sign's design and mounting should be appropriate for the setting.

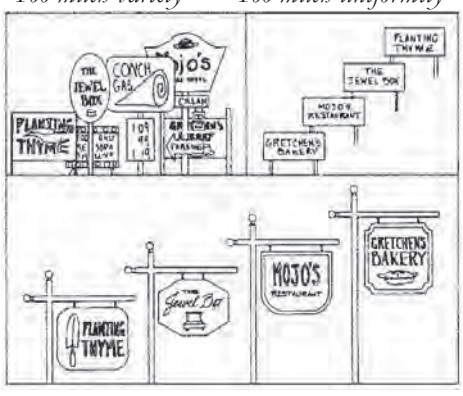
Discussion

Pedestrian-oriented signs are most effective when located within 15' of the ground plane. Three-inch-high letters can be read at 120' and 6" letters read at 300'. Large lettering is not necessary. The signs should be aligned to people on sidewalks and not automobile drivers. "Blade" signs or single signs hanging below canopies or small signs located on canopies or awnings are effective.

Signs with quality graphics and a high level of craftsmanship are important in attracting customers. Sculpted signs and signs that incorporate artwork add interest. Signs with front lighting and down lighting (but not internal lighting) are recommended. Neon signs are appropriate when integrated with the building's architecture.

Generic, internally-lit "can" signs that are meant to be set anywhere are not appropriate. Ground-mounted signs should feature a substantial base and be integrated with the landscaping and other site features. Mounting supports should reflect the materials and design character of the building or site elements or both.

Too much variety *Too much uniformity*



Though unified by common design elements, signs can still express the individual character of businesses.

Guidelines

- **All signs should be building-mounted or below 12' in height if ground mounted. Maximum height is measured from the top of the sign to the ground plane.**
- **No off-premises commercial signs, except public directional signs, should be permitted. No billboards should be permitted.**
- **Signs for individual parking stalls should be discouraged. If necessary, they should not be higher than necessary to be seen above bumpers. Parking lot signs should be limited to one sign per entrance and should not extend more than 12' above the ground.**
- **Neon signs, sculptural signs, and signs incorporating artwork are encouraged.**
- **Signs that are integrated with a building's architecture are encouraged.**
- **Shingle signs and blade signs hung from canopies or from building facades are encouraged.**
- **Traditional signs such as barber poles are encouraged.**

Special Considerations for Downtown Kirkland

- The Downtown Plan's mandate for high-quality development should also be reflected in sign design.
- No internally lit plastic-faced or can signs should be permitted.
- All signs in the downtown should be pedestrian-oriented. Master-planned sites such as Parkplace may also include signs oriented to automobile traffic for the whole complex.

Special Considerations for Totem Center

- Signs within the TL2 should be coordinated through a sign package for the entire property.

Special Considerations for the Market Street Corridor

Electrical signs are not allowed along the Market Street Corridor. Signs within the historic district should reflect the historic nature of the buildings in the area.

Natural Features

Introduction

General

An important aspect of a pedestrian-oriented business district is its physical setting. Natural features of a place are key to residents' and visitors' perception. This section lays out guidelines which serve to merge the design of structures and places with the natural environment. It discusses concepts behind new landscaping as well as the maintenance and protection of existing natural features.

Special Considerations for Downtown Kirkland

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

Special Considerations for Juanita Business District

The underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay.

Special Considerations for Totem Center

An important goal in the Totem Lake Neighborhood Plan is to establish a "greenway" extending in an east/west direction across the neighborhood. Portions of the greenway follow Totem Lake Boulevard, along the western boundary of TL 2. Properties abutting the designated greenbelt should be landscaped with materials that complement the natural areas of the greenway where possible.

Visual Quality of Landscapes

Issue

The relationship between landscaping and architecture is symbiotic; plant materials add to a building's richness, while the building points to the architectural qualities of the landscaping.

Discussion

Foliage can soften the hard edges and improve the visual quality of the urban environment. Landscaping treatment in the urban environment can be categorized as a *pedestrian/auto, pedestrian*, or *building landscape*.

The Pedestrian/Auto Landscape applies to where the pedestrian and auto are in close proximity. Raised planting strips can be used to protect the pedestrian from high-speed and high-volume traffic. Street trees help create a hospitable environment for both the pedestrian and the driver by reducing scale, providing shade and seasonal variety, and mitigating noise impacts.

The Pedestrian Landscape offers variety at the ground level through the use of shrubs, ground cover, and trees. Pedestrian circulation, complete with entry and resting points, should be emphasized. If used effectively, plant materials can give the pedestrian visual cues for moving through the urban environment. Plant materials that provide variety in texture, color, fragrance, and shape are especially desirable.

The Building Landscape. Landscaping around urban buildings – particularly buildings with blank walls – can reduce scale and add diversity through pattern, color, and form.

Examples of how landscaping is used to soften and enhance the visual quality of the urban environment include:

- Dense screening of parking lots;
- Tall cylindrical trees to mark an entry;

- Continuous street tree plantings to protect pedestrians;
- Several clusters of dense trees along long building facades;
- Cluster plantings at focal points;
- Parking with trees and shrubs planted internally as well as on the perimeter.

Guidelines

The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens.

The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults.

Special Consideration for North Rose Hill Business District

A dense landscape buffer should be utilized to provide a transition separating commercial uses from adjoining single family or multi-family residential uses.

Special Consideration for Totem Center

Within TL 1, special landscaping elements such as gateways, arches, fountains and sculptures should be incorporated, in order to create a lively streetscape and provide visual interest along the street edge. Where possible, existing mature landscaping should be retained and incorporated into new development to soften the impact of increased site coverage and preserve the green character of the area.

Protection and Enhancement of Wooded Slopes

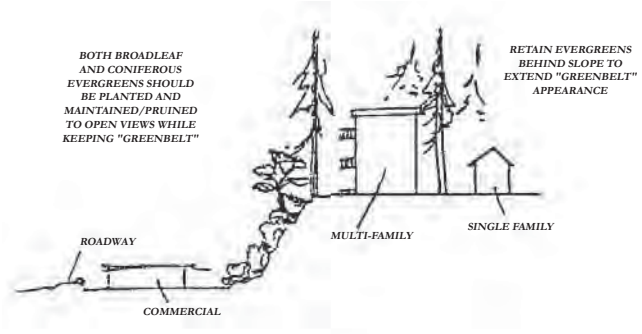
Issue

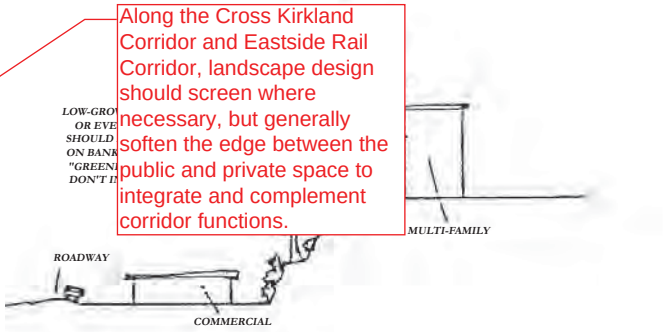
Topography provides opportunities for natural screening that maintains views.

Discussion

New plantings on wooded slopes should be selected for their slender, open growth pattern. Limbing-up and thinning-out branches should also be allowed to maintain views while keeping the character of the wooded hillsides. Weed species should be removed and replaced with appropriate native species. Wooded slopes can:

- Reduce visual impacts of the urban environment.
- Separate uses by providing a transition zone.
- Mitigate urban noise and air pollution for upland uses.
- Provide wildlife habitat.





Guidelines

Vegetation on slopes should be preserved and maintained as a buffer using native vegetation wherever possible.

New multifamily and single-family residential developments on slopes should be required to retain about 30 percent of the site in wooded open space and inventoried significant trees. Tree removal or enhancement can be determined by the use and site design.

Property owners of lowlands should be sensitive to upland uses and enhance hillsides to maintain existing views. Deciduous trees should be restricted to small varieties; coniferous evergreens should be thinned-out or limbed-up to allow for views from adjoining properties.

In developments above view slopes, coniferous evergreens should be incorporated into the site back from the slope to give continuity with the wooded slope. The back sides of commercial lots at the base of hillsides should be planted to screen upland properties from unsightly views of rooftops.

Special Consideration for Downtown Kirkland

Using and enhancing existing wooded slopes is especially important to Kirkland's natural setting. The hillsides surrounding Downtown Kirkland can provide a "ring of green." As vegetation ascends the slope it provides a "greenbelt" effect. The proper maintenance or enhancement of such slopes need not disrupt view corridors of upland properties.

Special Consideration for Juanita Business District

The views of wooded hillsides surrounding the Juanita Business District are a local asset that can be used to upgrade the area's visual impact.

Height Measurement on Hillsides

Issue

Maintaining views and enhancing natural land forms is important to the design character of Kirkland. The scale relationships of built forms to their terrain should minimize visual barriers to views and lessen the impact on surrounding neighborhoods. In order to promote responsible design, building height restrictions should permit a development envelope that conforms to the terrain. Terracing, the stepping down of horizontal elements, is an effective way to develop hillsides and maintain views.

Discussion

The visual character of a landscape should be reflected in the buildings. Buildings that do not conform to steep inclines detract from the natural features of the site and should be avoided. In contrast, buildings that use the terrain as an opportunity for variation in the built form easily fit into their setting without disruption. Terracing a building to roughly parallel the slope of a site will create a building envelope that follows the contour of its property. Terraced roof decks, modulated roofs, and sloped roofs can carry out this objective.

Terraced buildings reflect the hillside topography ringing Kirkland's Downtown.

Guideline

The top of the building should roughly follow the slope of the existing terrain.

Views of Water

Issue

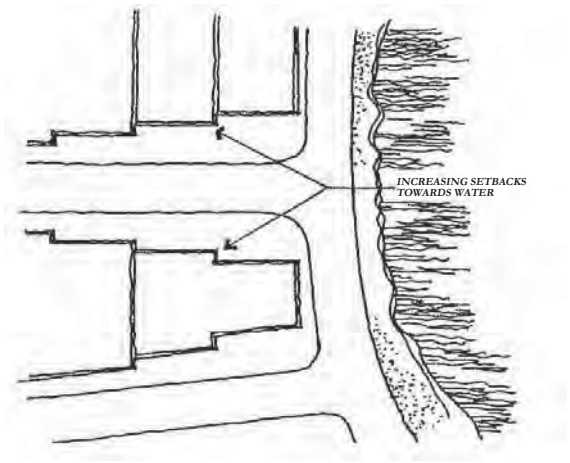
Views of Lake Washington give Kirkland its sense of place within the regional context. The waterfront remains an exceptional resource that should be better linked to nearby districts. A water view is a recurring reminder of the direction, function, and origin of Kirkland.

Discussion

Views may be considered in three ways. The *distant panorama* may be seen from one-quarter to more than one mile away. Development has eliminated most of Kirkland's panoramic views; remaining views should be protected. *View corridors* are places where an avenue between buildings creates a slotted visual path allowing a glimpse of the water beyond. *Proximity views* are those adjacent to and within one block away from the waterfront; they extend the waterfront's character. Each type of view is critical to Kirkland's urban design character.

View corridors and panoramic views from higher ground can be protected by height restrictions and limitations on rooftop clutter. Existing structures in some areas block views of the Lake. With renovation of existing structures, opening up of views should be encouraged. New development should respect the existing view corridors.

Proximity views require much larger fields of vision, therefore, development should remain a comfortable distance from the shore and be set back along view corridors. This will allow views of the water to widen from increasingly closer distances and will eliminate an abrupt change between development and shoreline.



Guideline

Existing views should be maintained. This can be accomplished by widening setbacks as development approaches the water. Buildings should step down hillsides. Buildings and rooftop appurtenances should be placed perpendicular to the water in order to safeguard views.

Special Consideration for Juanita Business District

View corridors to the Lake should be explored through new development in the business district. Existing residential views and view opportunities through Juanita Beach Park and down public streets should be preserved.

Special Consideration for Houghton/ Everest Neighborhood Center
Buildings, landscaping and street scape features along the NE 68th Street corridor should be designed to preserve views from the public right-of-way. Public spaces should be oriented to take advantage of views when possible.

Culverted Creeks

Issue

Often stream beds fall victim to progress and their stream banks are reduced to a drain pipe. One way to further the objective of clarifying the natural physical setting is to reopen stream beds wherever possible.

Guideline

Opportunities should be sought to restore portions of culverted creeks to their natural state.

Special Consideration for Downtown Kirkland

A former stream bed, now enclosed in culverts, flows through the center of downtown from 6th Street, through Peter Kirk Park, just south of Central Way and into Marina Park. A restored stream bed could be incorporated in the parks and other public sites, and possibly on private property.

Special Considerations for Totem Center

One channel of the Totem Lake tributary extends along I-405, west of Totem Lake Boulevard in a culvert to Totem Lake. If it is feasible, restoration of this stream bed could be incorporated into the "greenway" design developed for this segment of Totem Lake Boulevard. Another tributary of Juanita Creek runs across the northwest section of Totem Center, with portions in a culvert and other portions remaining in an open stream bed. Redevelopment of these properties could include restoration of the culverted portions of the stream as an amenity provided on site.

transpoGROUP
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	March 17, 2017	**TG:**	16090.00
To:	Joel Pfundt, City of Kirkland Angela Ruggeri, City of Kirkland		
From:	Jeanne Acutanza, Josh Steiner, Paul Sharman, Transpo Group		
cc:	Jeff Arango, BERK		
Subject:	Houghton / Everest Neighborhood and 6th Street Corridor - Proposed Land Use Trip Generation Comparison and Methods		

Purpose and Background

The purpose of this memorandum is to summarize the baseline scenario of development and potential investments against comparative growth scenarios in vehicle trips resulting from proposed land use options in the Houghton / Everest Neighborhood Center. The Houghton / Everest Neighborhood Center is located adjacent to 6th St S/108th Ave NE & NE 68th St intersection in Kirkland, WA. As part of the Houghton / Everest Neighborhood Center and 6th Street Corridor Study, the City of Kirkland is evaluating land use alternatives for the center while evaluating transportation alternatives in the area to serve anticipated growth in vehicle, transit, pedestrian, and bicycle trips.

Two land use scenarios are being studied in comparison to the current 'maximum' land use allowed under the comprehensive plan (2035 Comp Plan Scenario) with maximum height of 30 feet. The two other scenarios are: a modest development scenario with a maximum development height of 35 feet (Modest Change Scenario), and a greater development scenario with a maximum development height of 55 feet (Greater Change Scenario). This memorandum outlines the effects of the Greater Change Scenario against the future baseline scenario of planned growth represented by the 2035 Comp Plan Scenario. These are also reflected against anticipated 2035 land use conditions and anticipated background infrastructure investments. These conditions of an assumed 2035 timeframe with and without growth in the Center are also compared to potential investments that could be in place if this greater development occurred. This memorandum describes the methods applied and results.

Trip Generation Methodology

Trip generation estimates have been prepared for the project based on trip rates identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition (2012). The methodology used in this analysis also accounts for pass-by trips, which are those trips that are attracted to the land use but are not directly generated by the land use. Pass-by trip rates are provided in the ITE *Trip Generation Manual*, 9th Edition (2012) and applies for the PM peak hour of certain land uses, which in this study are ITE 850 Supermarket and ITE 851 Convenience Store.

Trip generation was calculated for the PM peak hour and Daily for each of the development scenarios. Substitutions needed to be made to account for the ITE manual not containing all the same daily land uses as the PM period. These substitutions include replacing ITE 223 Mid-Rise Apartment with ITE 220 Apartment and ITE 936 Coffee/Donut Shop without Drive-Through Window with ITE 932 High-Turnover (Sit Down) Restaurant. Consideration was given to the similarity in land use type when deciding on a land use alternative. ITE also provides rates for the proportion of vehicles entering and exiting the land use during the study period. These rates are

different based on the study period; however, daily rates are not available so a 50%-In/50%-Out split was assumed. This represents a vehicle both entering and exiting the land use each day. Existing (2016) trips are based on volumes in the City's travel demand model. Existing Zoning (2035) calculated trips were added to the Existing (2016) volumes to arrive at 2035 baseline (Existing Zoning) volumes. Modest and Greater Change are compared to the 2035 baseline.

Development Land Use

Trip growth was calculated for four land use scenarios provided by BERK Consulting for the proposed development. These scenarios include existing "Existing 2016" conditions, "2035 Current Comp Plan," "2035 Modest Change," and "2035 Greater Change," which represent increases in development building height. The land uses contain a combination of apartments, office space, retail, supermarket, convenience store, and coffee shop land uses. Commercial land uses are consistent between the "Comp Plan," "Modest," and "Greater" scenarios, with the difference being the number of total residential dwelling units. Land use by scenario is shown in Table 1 and reflects changes in the number of dwelling units. These are assumed to be multi-family housing above ground level office and retail.

Table 1. ***Houghton Everest Neighborhood Land Use***

	Existing	2035 Comp Plan	2035 Modest Change	2035 Greater Change
Scenario			**35 ft.**	**55 ft.**
Residential (Dwelling Units)	*39*	*360*	*574*	*862*
Retail (Square Feet)	*105,092*	*113,480*	*113,480*	*113,480*
Office (Square Feet)	*73,150*	*122,476*	*122,476*	*122,476*

Trip Generation Results for each Land Use Scenario

Trip generation rates for each land use in the Houghton / Everest Neighborhood Center were multiplied by the existing and proposed number of development units to arrive at PM and Daily trips generated for each land use. To create a consistent application of trip generations, ITE trip generation was applied to all cases, even existing. This is appropriate to provide relative comparisons. Table 2 summarizes the resulting net new weekday daily and PM peak hour vehicle trip generation for each scenario.

Table 2. Trips Generated by Houghton Everest Neighborhood Center by Scenario

Scenario	Daily	PM Peak Hour
Existing Trips	***9,853***	***677***
2035 Comp Plan	***12,903***	***898***
Increased Trips	*3,050*	*221*
Percent Change over Existing	***31%***	***33%***
2035 Modest Change	***14,327***	***982***
Increased Trips	*1,424*	*84*
Percent Change over Comp Plan	***11%***	***9%***
2035 Greater Change	**16,730**	***1,122***
Increased Trips	*3,827*	*224*
Percent Change over Comp Plan	***30%***	***25%***

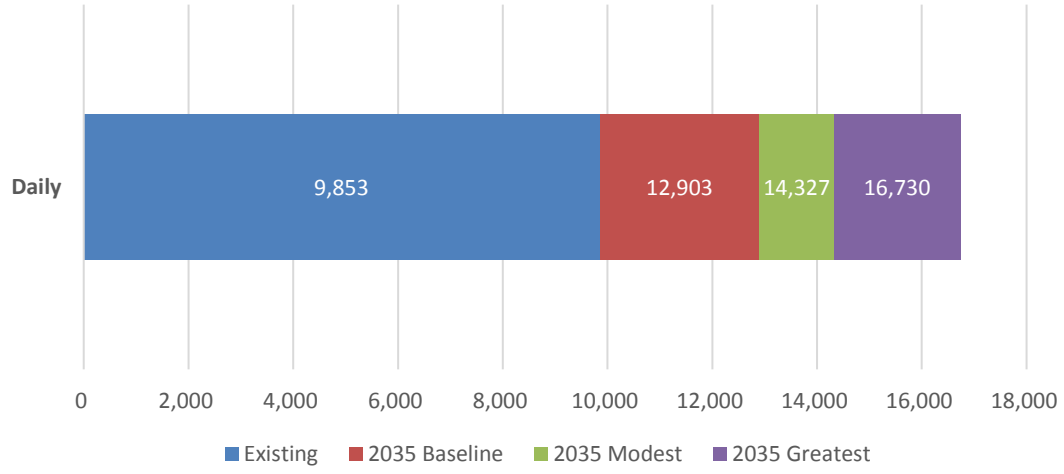
Notes: Vehicle volumes are Total Entering Volume (TEV) which account for vehicles entering the intersection.
Existing Zoning (2035) assumes PM peak hour growth rate applied to Existing (2016) volumes.
PM Volumes are derived from the City's comprehensive plan model.
Daily volumes assume 12% increase over Existing (2016), consistent with average change in PM Peak Hour volumes

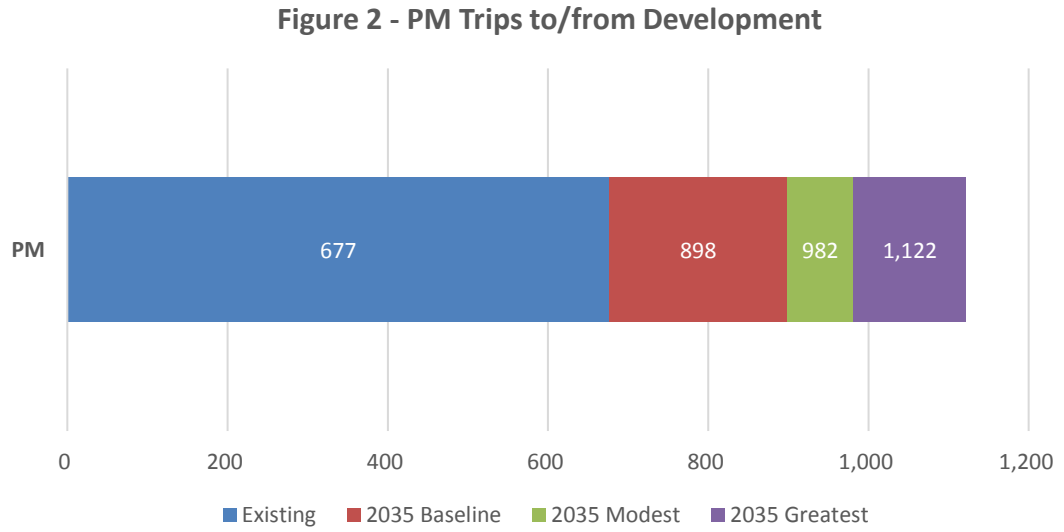
More extensive trip generation summaries broken out by specific land uses can be found in **Attachment A.**

As shown in Table 2, the development is anticipated to generate up to 3,827 new daily trips, and 224 PM peak hour trips in the "Greater" scenario compared to the Existing Comp Plan (2035) scenario. A lesser number of trips are expected to be generated in the "Moderate" scenario.

Figures 1 and 2 highlight the daily and PM peak hour number of trips traveling to and from the development, respectively, by scenario. In future growth scenarios, the baseline growth accounts for the slightly less than half of trip growth between existing and the greatest build scenario.

Figure 1 - Daily Trips to/from Development





Impact on Corridor

In order to understand the relative impact of the trip generated by the development scenarios as compared to the future Comprehensive Plan, we have analyzed the impacts of these development scenarios assuming future infrastructure investments along the 6th / 108th corridor. First we distributed a portion of the increased traffic from future development on to existing operations. It is important to note not all development related trips use this central intersection as other routes are available for trips. It should also be noted that the baseline growth in 2035 assumes development on the site consistent with what is currently approved in the comprehensive plan.

Table 3 compares intersection operations at NE 68th Street & 108th Avenue for Existing, Baseline 2035, Modest Development Scenario and Greatest Development Scenario. Existing intersection level of service is at LOS E, which will grow to LOS F in the future baseline scenario. Future development will further increase the average delay per vehicle to well beyond reasonable intersection operations in all future cases.

Table 3. NE 68th Street & 108th Ave NE Intersection Operations by Scenario

Scenario	LOS	Delay (sec/veh)	Worst Movement	Total Entering Vehicles
Existing – 2016	E	62	SB	2,520
Baseline – 2035	**F**	**142**	*SB*	***3,855***
Modest - 2035	**F**	**148**	*SB*	***3,920***
Greater Change Development - 2035	**F**	**119***	*SB*	***4,025***

Notes: * Assumes added southbound right turn lane as part of Greater Change option

It is expected that new development in the Houghton Everest Neighborhood Center would also provide an opportunity to improve NE 68th Street Corridor which currently has many conflicting movements and poorly controlled access points. As part of the corridor study improving access to reduce conflicts was studied. Without any major changes or new development, the most that could be done would be to install medians, close driveways and reduce crosswalks. It was assumed that with the “Greater Change” option, additional roadway right of way (up to 80 feet) could be

dedicated and would accommodate extending full bike lanes, adding a median, wider sidewalks and closing driveways while adding a new signal at 106th Avenue NE. A southbound right-turn lane is also assumed as part of the redevelopment in the "Greater Change" option and is reflected in the operations noted in Table 3 above. **Attachment B** includes conceptual images of NE 68th Street currently in 60' of right of way and with the Greater Change and an 80' wide right of way.

Corridor travel times were also simulated using VISSIM for future (2035) operations with and without the transit investments (68th Street northbound Business Access and Transit (BAT) lane and 60th Street northbound queue jump). The corridor results are summarized in Table 4.

Table 4. 6th Street Corridor Future (2035) Operations with and without Transit Investments

Scenario	GP Northbound Travel Time (minutes)	Transit Northbound Transit Travel Time
Future Baseline	11:32	11:59
Future With Improvements	8:57	9:37
Delta (reduction)	**-2:35 (-22%)**	**-2:22 (-23%)**

Attachment C provides a concept of this transit signal priority and queue jump for Northbound Transit on 108th Avenue that requires right of way and property acquisition.

Potential background investments

The corridor study is proposing potential solutions that meet community values as developed during a community workshop and feedback throughout the course of this project. These values were described as moving people, connecting communities and accommodating future growth. An initial set of solutions and a preferred set of recommendations is described in a previous memorandum. Table 5 provides a brief summary of the solutions recommended including the improvements on NE 68th Street to improve access (shown in **Attachment B**) and the transit signal priority concept (shown in **Attachment C**).

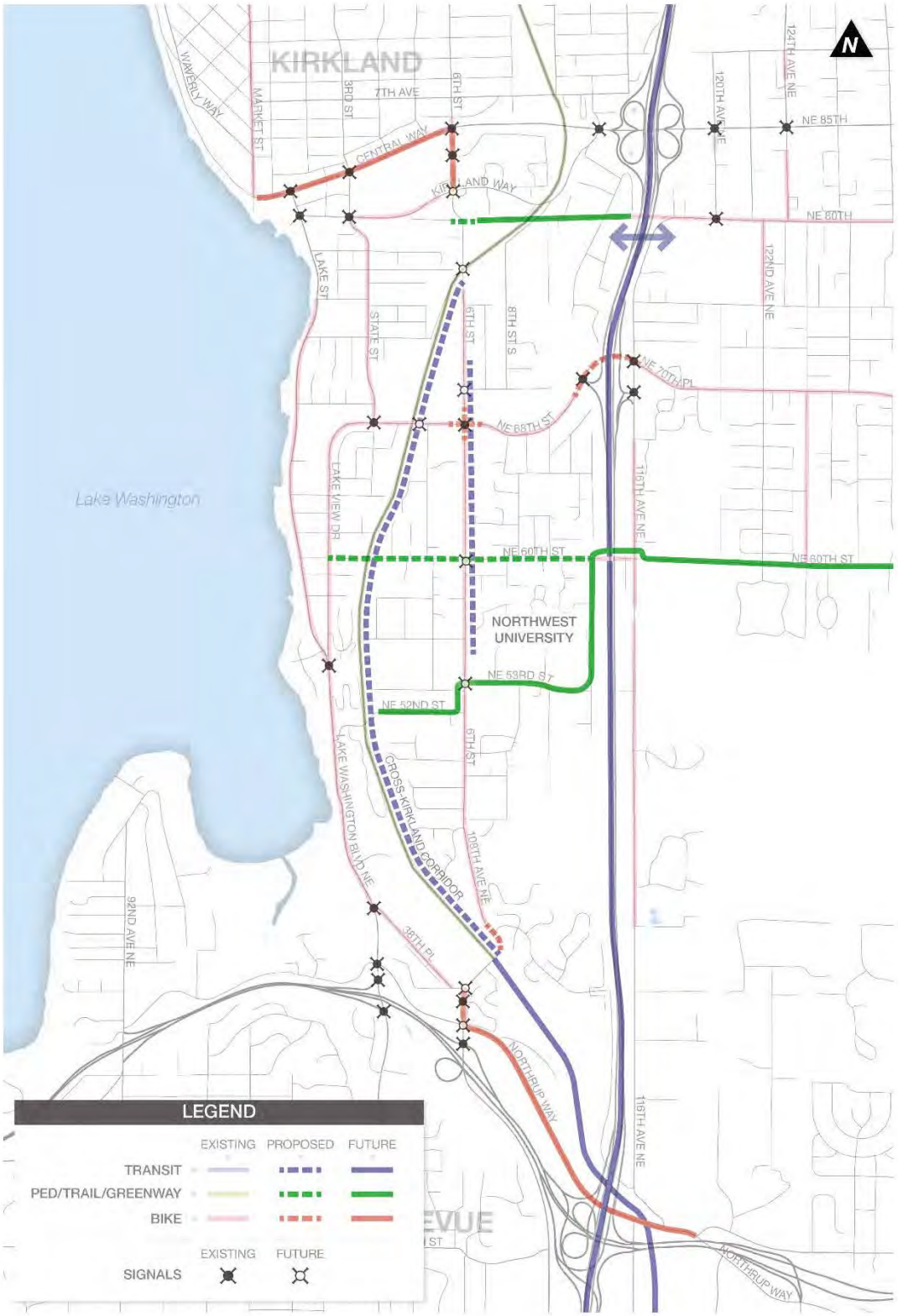
Table 5. Potential Infrastructure Investments by Mode

Transit Improvements	Pedestrian Improvements	Bike Improvements	Vehicular Improvements
1A. Transit Signal Priority at 6th Street and Kirkland Way	1C. Crosswalk Improvements at 6th Street & Kirkland Way Intersection	7C. Continue and complete Bike Network connections along 108th Ave.	1B. Signal Coordination along 6th Street
3A. Bus Rapid Transit on the Cross Kirkland Corridor (CKC)	9A. Improve CKC trail access (also for bikes), especially at 60th St.	8D. Full Bicycle Intersection at 68th St & 108th Ave Ne	*2A. Kirkland Way and Railroad Ave Intersection Improvements*
3B. Bus Intersection at 6th Street & CKC	12D. Connect the CKC trail to the back of the S Kirkland P&R	8E. Install green bike boxes in intersection to allow safer bike left turns	*4A. Reassess installation of planned signal improvement at 6th Street & 9th Ave*
5B. Houghton Park and Ride lease for Private Shuttle Use	P4. Develop land use policies promoting "trail oriented development"	10A. Designate 60th St as Neighborhood Greenway	*5A. Improve and expand 70th Street Overpass*
7E. Widen 108th to provide the maximum level of queue jump & install new signal at 60th	E3. Greenway promotion of 60th Street as well as other corridors across the city.	12E. Install bike racks or bike share at S Kirkland P&R	*7D. Install "don't block the box" pavement markings at Fire Station Exit on 108th*
11A. Install new signal at 53rd and relocate & improve existing bus stop			*8A. Driveway consolidation around 68th St / 108th Ave businesses*
12A. Park and Ride permitting for transit users at S Kirkland Park and Ride			*8C. Reduce business access on 68th & 108th to signalized intersections and install new signal at 106th.*
12B. Improve Access / Egress from S Kirkland P&R			*P3. Citywide Parking Management strategies such as shared parking and joint parking use.*
12C. New signal controlled access to S Kirkland P&R			
12F. Install real time parking occupancy at S Kirkland P&R			
E1. Education Campaign promoting the value of Transit in Kirkland			
E2. Monitor Performance (in person throughput) along 6th Street to understand need for transit investment			

How these investments improve the transportation network are shown in Figure 3, below. Each color denotes a specific modal priority given to that corridor. Dashed lines represent classifications proposed as a result of this project. The primary proposed network changes include classifying the Cross Kirkland Corridor as a Transit facility, creating a neighborhood greenway on 60th Street, investing in transit improvements along the 6th Street / 108th Ave corridor and finishing bike network connections throughout the 6th Street corridor where they are lacking.

Attachment 5

Figure 3 – Proposed Corridor Transportation Network with Improvements



The major transit investment along the 6th Street / 108th Ave corridor is the addition of two northbound transit queue jumps at 60th Street and 68th Street. Conceptual drawings of how these queue jumps would operate are attached in **Attachment B**. In order to understand the benefit provided by these queue jumps, VISSIM was used to simulate travel time savings for transit users with and without transit queue jumps. The results of these simulations are summarized in Table 4.

Conclusion

Transportation analysis results anticipate increasing traffic volumes, which will impact operations along the 6th Street Corridor into the future. Potential infrastructure investments to meet growth as well as address other objectives such as connecting the community and moving people have a range of trade-offs. Significant forecasted growth in Kirkland's Comprehensive Plan along with anticipated regional growth outside of Kirkland will provide challenges for traffic across the entire 6th Street Corridor. Development in the Houghton / Everest neighborhood center would result in new businesses, residents and amenities in the neighborhood that could bring up to two hundred trips to and from the neighborhood center over current planned growth in the PM peak hour. By investing in multi-modal transportation solutions, especially those that meet the community values, we can help to relieve the new demands on the transportation system. Investing in transit infrastructure along 6th Street / 108th Ave or, in the long term, on the Cross Kirkland Corridor will have the biggest impact on congestion relief and the ability to move more people. Additionally, with further pedestrian and bicycle network improvements we can make the 6th Street / 108th Ave corridor attractive for all users.

ATTACHMENT A – Trip Generation by Scenario

Attachment 5

ATTACHMENT A

Daily Trip Generation:

Existing

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	39	*Dwelling Units*	130	130	259
Office	73,150	*ft²*	403	403	807
Retail	61,217	*ft²*	1,357	1,357	2713
Supermarket	39,000	*ft²*	1,994	1,994	3987
Convenience Store	2,400	*ft²*	886	886	1771
Coffee Shop	2,475	*ft²*	157	157	315
Retail LU Total	*105,092*				
		Total	**4,926**	**4,926**	**9,853**

2035 Baseline:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	360	*Dwelling Units*	1,197	1,197	2,394
Office	122,476	*ft²*	675	675	1,351
Retail	69,605	*ft²*	1,542	1,542	3,085
Supermarket	39,000	*ft²*	1,994	1,994	3,987
Convenience Store	2,400	*ft²*	886	886	1,771
Coffee Shop	2,475	*ft²*	157	157	315
Retail LU Total	*113,480*				
		Total	**6,452**	**6,452**	**12,903**
		Growth (2035 - Existing)	1,525	1,525	3,050
					31%

Modest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	574	*Dwelling Units*	1,909	1,909	3,818
Office	122,476	*ft²*	675	675	1,351
Retail	69,605	*ft²*	1,542	1,542	3,085
Supermarket	39,000	*ft²*	1,994	1,994	3,987
Convenience Store	2,400	*ft²*	886	886	1,771
Coffee Shop	2,475	*ft²*	157	157	315
Retail LU Total	*113,480*				
		Total	**7,163**	**7,163**	**14,327**
		Growth (Modest - 2035)	712	712	1,424
					11%

Greatest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	*Dwelling Units*	2,868	2,868	5,735
Office	122,476	*ft²*	675	675	1,351
Retail	61,217	*ft²*	1,357	1,357	2,713
Supermarket	47,388	*ft²*	2,422	2,422	4,845
Convenience Store	2,400	*ft²*	886	886	1,771
Coffee Shop	2,475	*ft²*	157	157	315
Retail LU Total	*113,480*				
		Total	**8,365**	**8,365**	**16,730**
		Growth (Greatest - 2035)	1,914	1,914	3,827
					30%

PM Peak Hour Trip Generation:

Existing

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	39	*Dwelling Units*	9	6	15
Office	73,150	*ft²*	19	90	109
Retail	61,217	*ft²*	73	93	166
Supermarket	39,000	*ft²*	121	116	237
Convenience Store	2,400	*ft²*	25	24	49
Coffee Shop	2,475	*ft²*	50	50	101
Retail LU Total	*105,092*				
		Total	**296**	**380**	**677**

2035 Baseline:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	360	*Dwelling Units*	81	59	140
Office	122,476	*ft²*	31	151	182
Retail	69,605	*ft²*	83	106	189
Supermarket	39,000	*ft²*	121	116	237
Convenience Store	2,400	*ft²*	25	24	49
Coffee Shop	2,475	*ft²*	50	50	101
Retail LU Total	*113,480*				
		Total	**392**	**506**	**898**
		Growth (2035 - Existing)	95	126	221
					33%

Modest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	574	*Dwelling Units*	130	94	224
Office	122,476	*ft²*	31	151	182
Retail	69,605	*ft²*	83	106	189
Supermarket	39,000	*ft²*	121	116	237
Convenience Store	2,400	*ft²*	25	24	49
Coffee Shop	2,475	*ft²*	50	50	101
Retail LU Total	*113,480*				
		Total	**440**	**542**	**982**
		Growth (Modest - 2035)	48	35	83
					9%

Greatest Development:

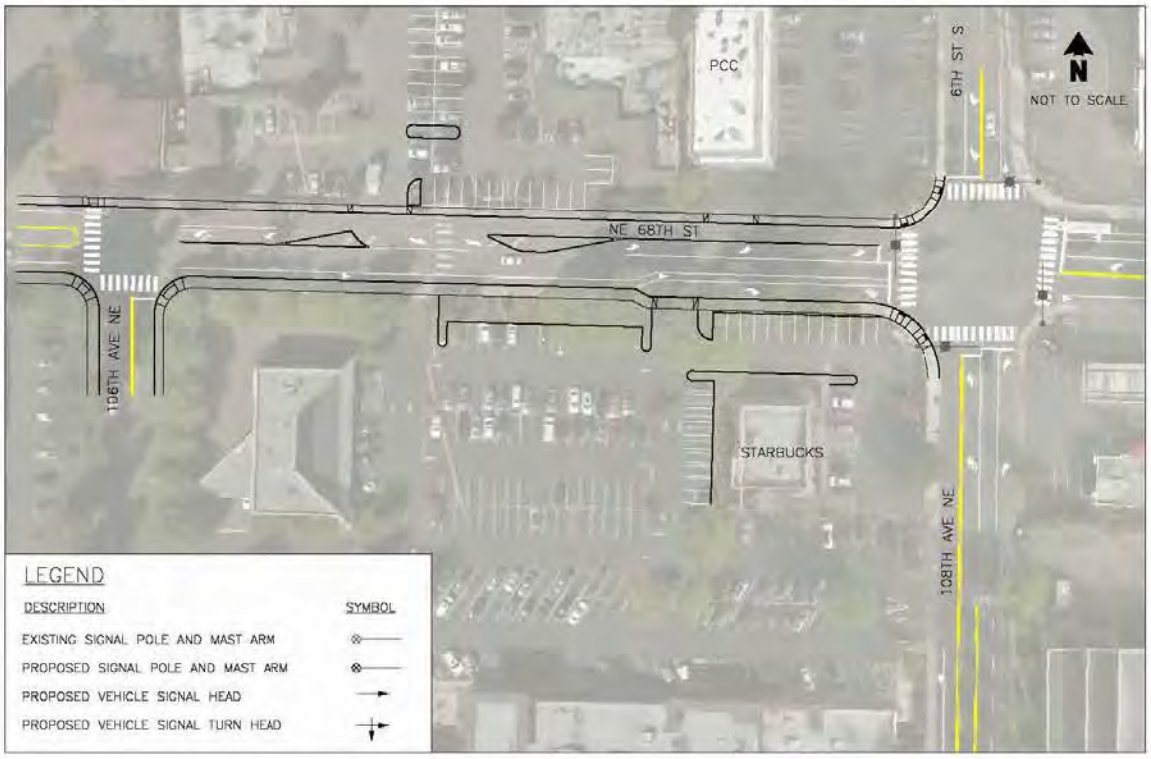
Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	*Dwelling Units*	195	141	336
Office	122,476	*ft²*	31	151	182
Retail	61,217	*ft²*	73	93	166
Supermarket	47,388	*ft²*	147	141	288
Convenience Store	2,400	*ft²*	25	24	49
Coffee Shop	2,475	*ft²*	50	50	101
Retail LU Total	*113,480*				
		Total	**521**	**601**	**1,122**
		Growth (Greatest - 2035)	130	95	224
					25%

ATTACHMENT B – NE 68th Street Concepts for Consolidating Access

8 A NE 68th Street existing 60’ Right of Way

8 C Greater Change and 80’ Right of Way

NE 68th Street Existing 60’ Right of Way



NE 68th St - Improvement Concept A

Kirkland 6th Street Corridor

January 25, 2017

FIGURE **8A**

transpogroup
WHAT TRANSPORTATION CAN BE.

Feb 09, 2017 – 4:46pm trungl M:\16\16090.00 – 6th Street Study\Engineering\CAD\Conceptual\NE 68th St at 108th Ave.dwg Layout: 1 (NO CALLOUTS)

Attachment 5

NE 68th Street Greater Change and 80’ Right of Way

NE 68th St - Improvement Concept C

Kirkland 6th Street Corridor

January 25, 2017

FIGURE **8C**

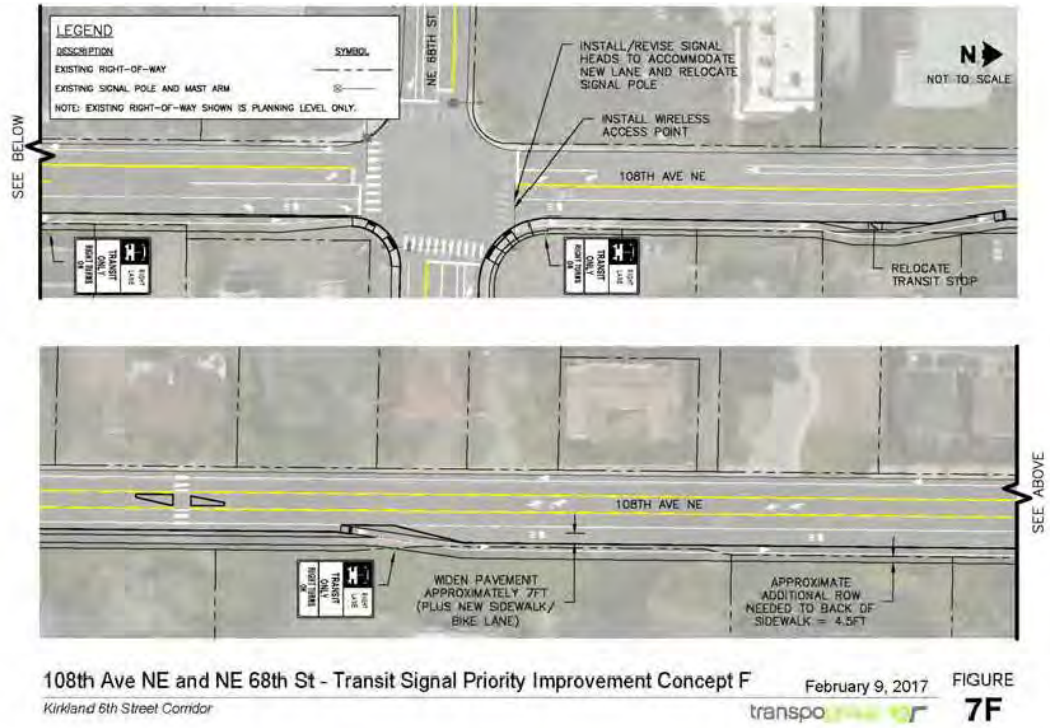
transpogroup WHAT TRANSPORTATION CAN BE.

Feb 09, 2017 – 4:43pm trungl M:\16\16090.00 – 6th Street Study\Engineering\CAD\Conceptual\NE 68th St at 108th Ave.dwg Layout: 3 (NO CALLOUTS)

ATTACHMENT C – 108th Avenue NE Transit Signal Priority and Queue Jump Concept

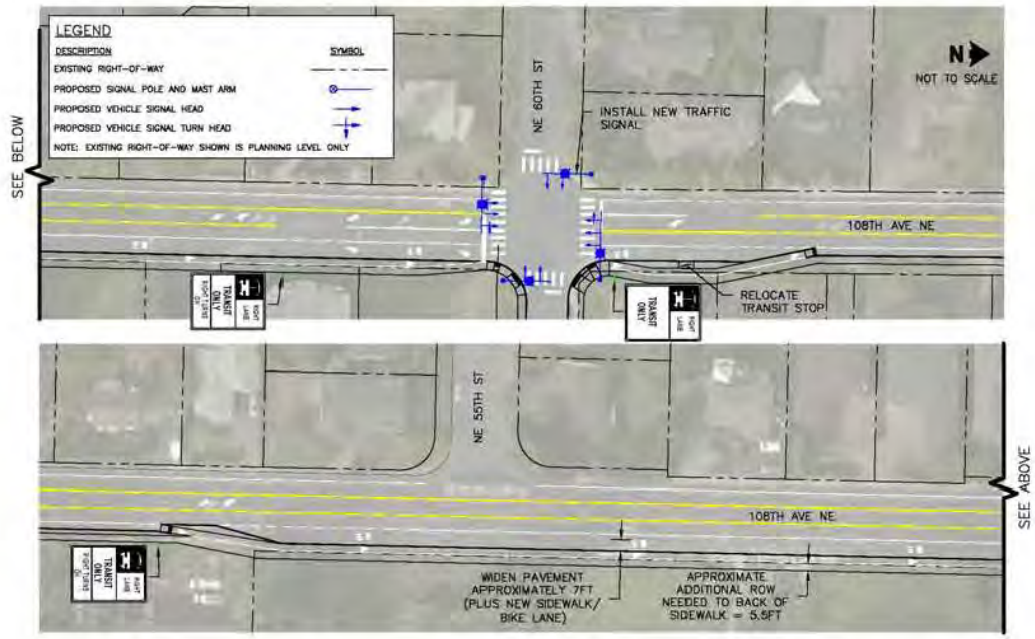
Attachment 5

108th Avenue Transit Signal Priority & Queue Jump NE 68th to NE 53rd



108th Ave NE and NE 68th St - Transit Signal Priority Improvement Concept F February 9, 2017 FIGURE 7F

Kirkland 6th Street Corridor



108th Ave NE and NE 60th St - Transit Signal Priority Improvement Concept E February 10, 2017 FIGURE 7E

Kirkland 6th Street Corridor

Feb 10, 2017 – 9:10am melissaw M:\16\16090.00 – 6th Street Study\Engineering\CAD\Conceptual\108th Ave & 68th – 60th st.dwg Layout: 2– 8.5 x 11