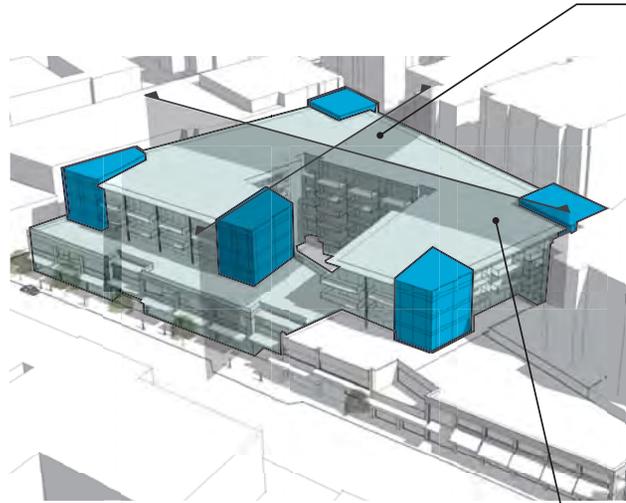
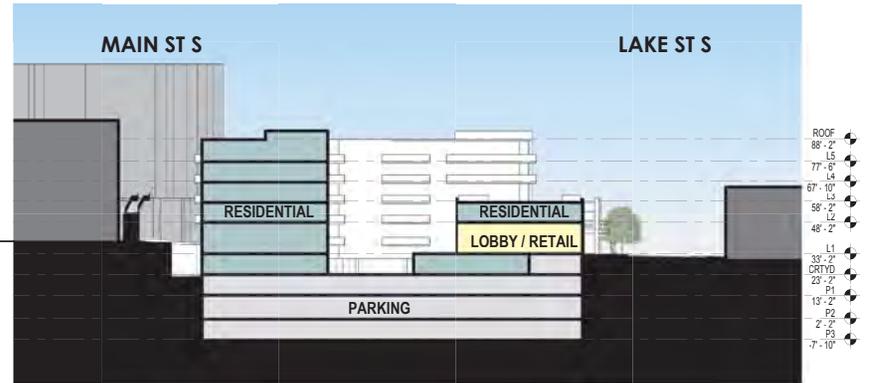


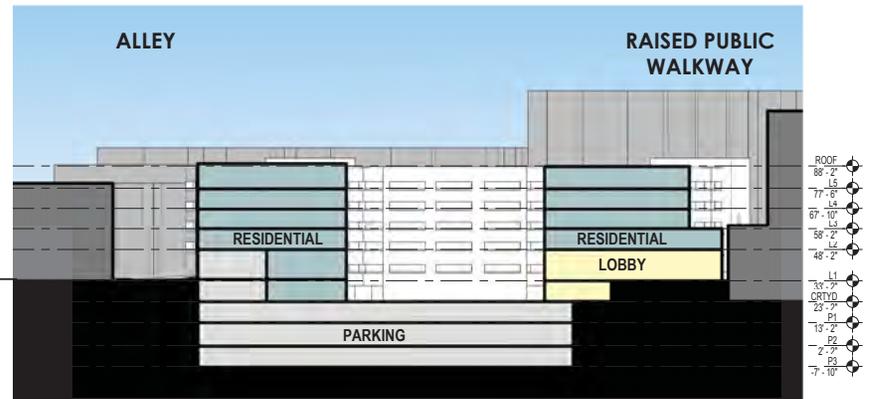
OPTION 1 - STRONG CORNERS



AERIAL VIEW FROM LAKE STREET SOUTH



EAST / WEST SECTION



NORTH / SOUTH SECTION

SUN ANGLE STUDY - OPTION 1 - STRONG CORNERS



9:00 AM



12:00 PM

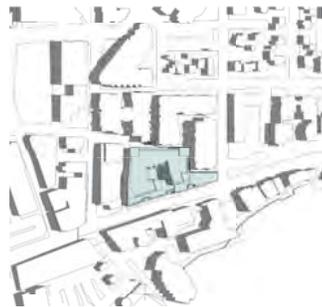


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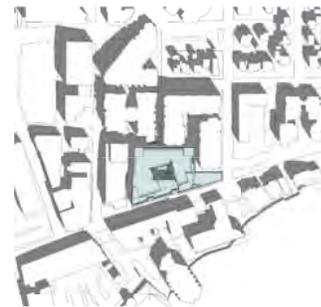
SUMMER SOLSTICE



9:00 AM

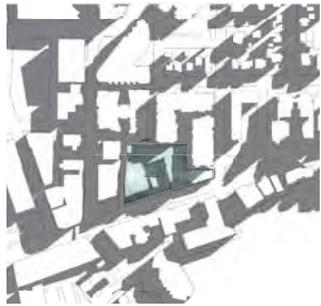


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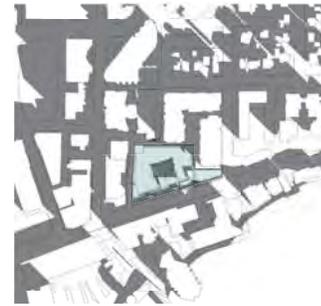
EQUINOX



9:00 AM



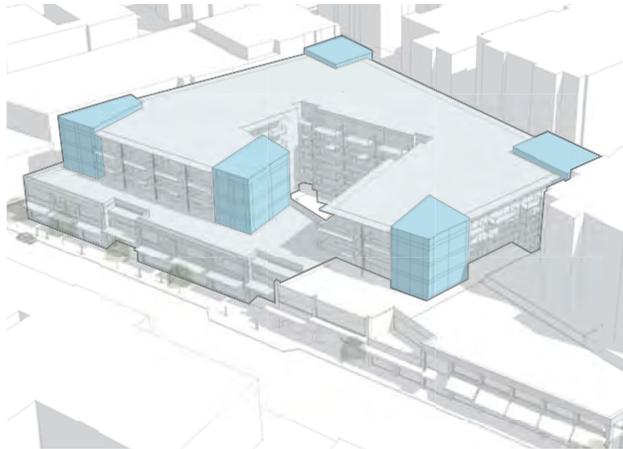
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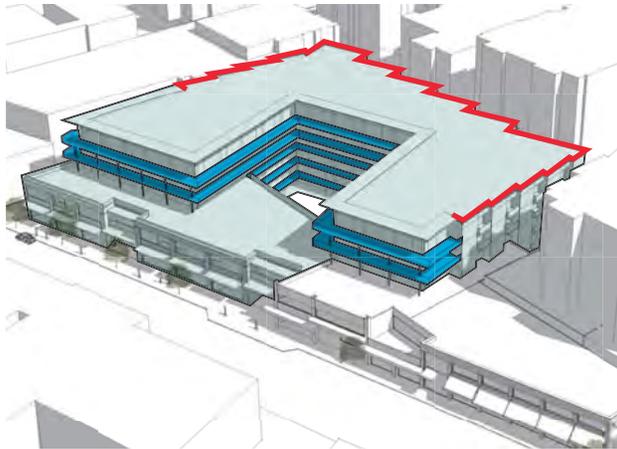
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WINTER SOLSTICE

OPTION 1 - STRONG CORNERS



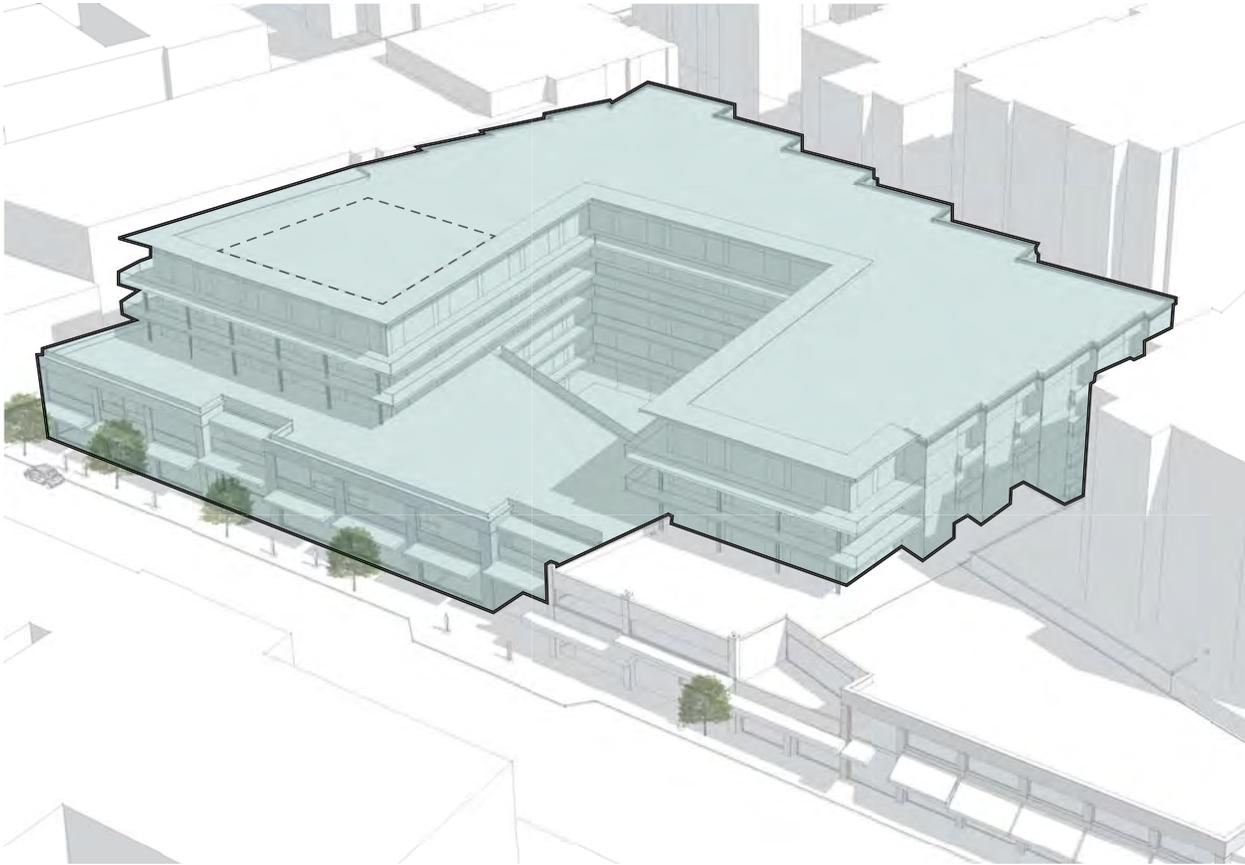
OPTION 2 - HORIZ VIEW : VERTICAL MAIN



**OPTION 3 - CORNER DECKS AND PLAZA
(PREFERRED)**

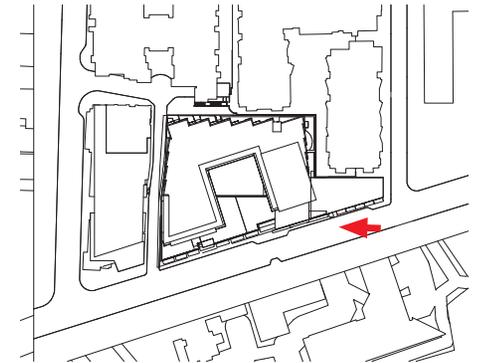


OPTION 2 - HORIZ VIEW : VERTICAL MAIN



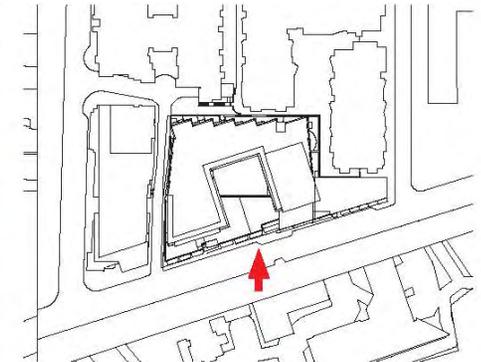
Upper story setback from Lake Street S

- 30' - 0" minimum required
- 30' - 0" minimum provided



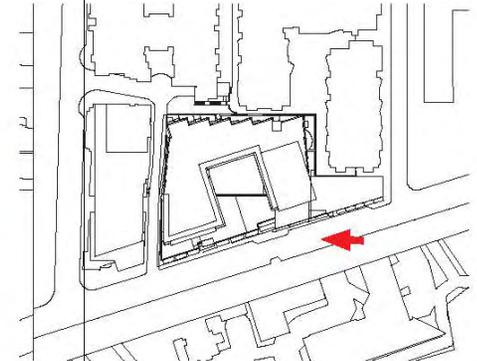
^ AERIAL VIEW FROM LAKE STREET SOUTH

OPTION 2 - HORIZ VIEW : VERTICAL MAIN



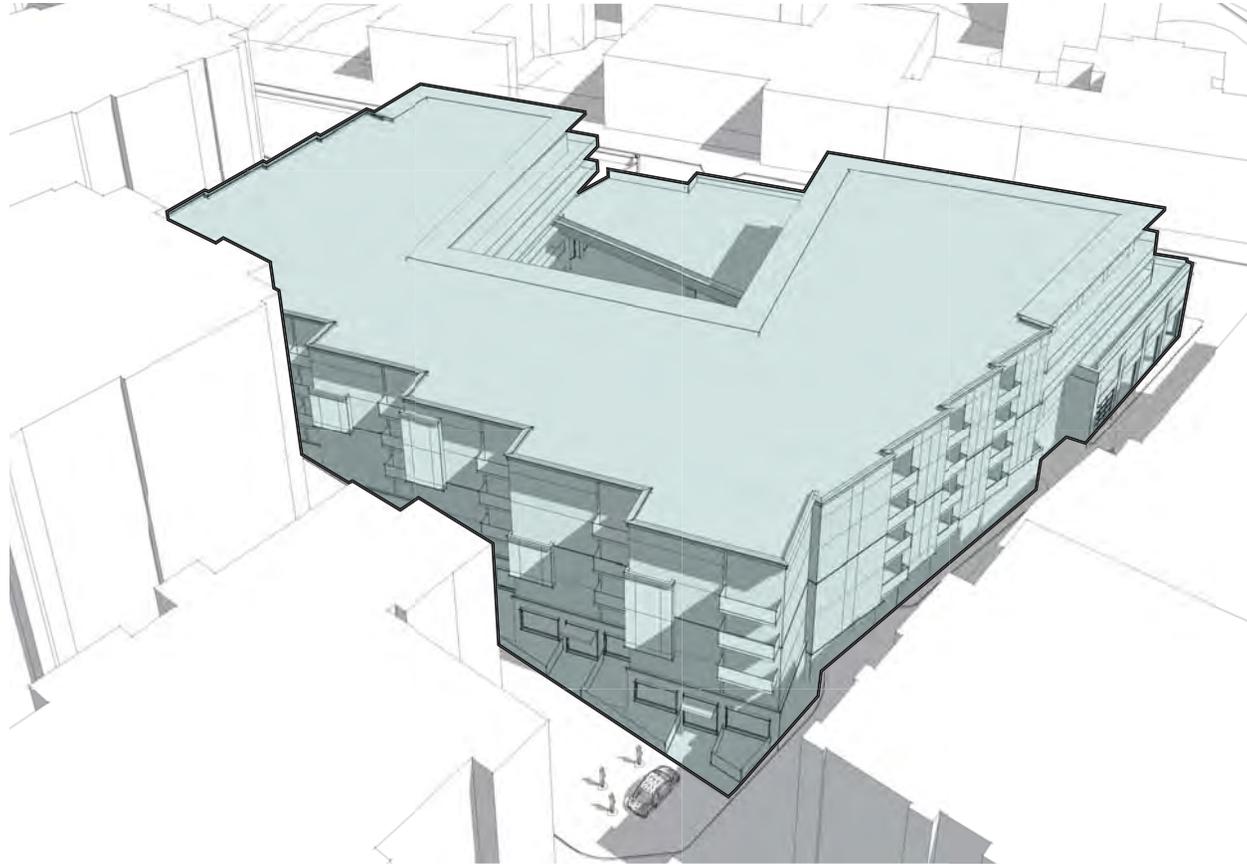
^ GROUND LEVEL VIEW FROM LAKE STREET SOUTH

OPTION 2 HORIZONTAL VIEW VERTICAL MAIN



^ GROUND LEVEL VIEW FROM LAKE STREET SOUTH

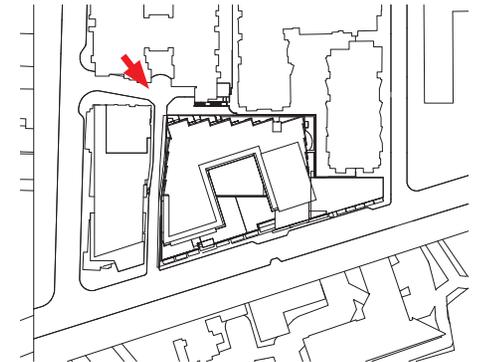
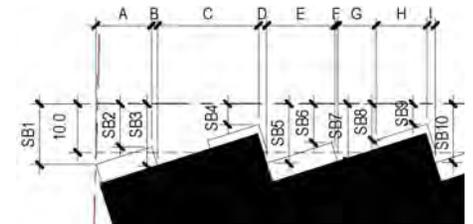
OPTION 2 - HORIZ VIEW : VERTICAL MAIN



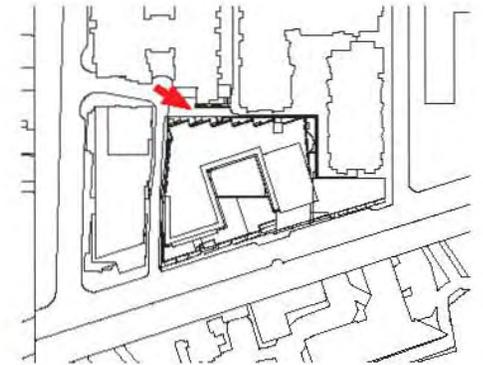
^ AERIAL VIEW FROM MAIN STREET SOUTH

Upper story setback from Main Street S

- 10' - 0" average required
 - 10' - 0" average provided
 - 5' - 0" minimum, 13' - 0" maximum
- Cumulative average setback calculated based on the length of elevation per example diagram below.

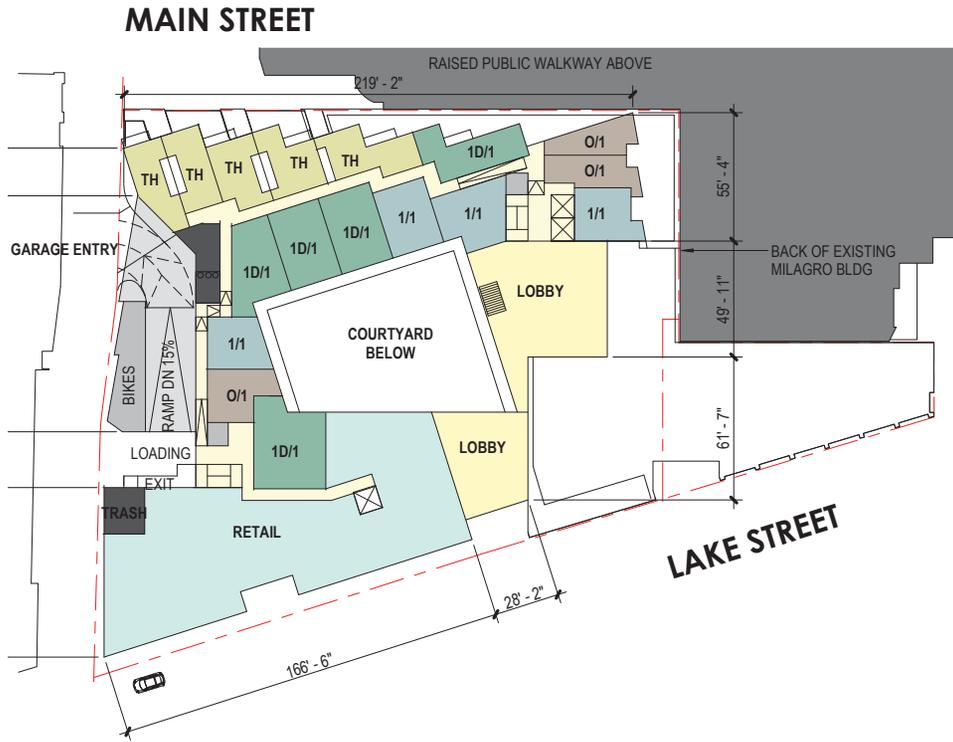


OPTION 2 - HORIZ VIEW : VERTICAL MAIN



^ GROUND LEVEL VIEW FROM MAIN STREET SOUTH

OPTION 2 - HORIZ VIEW : VERTICAL MAIN



LEVEL 1

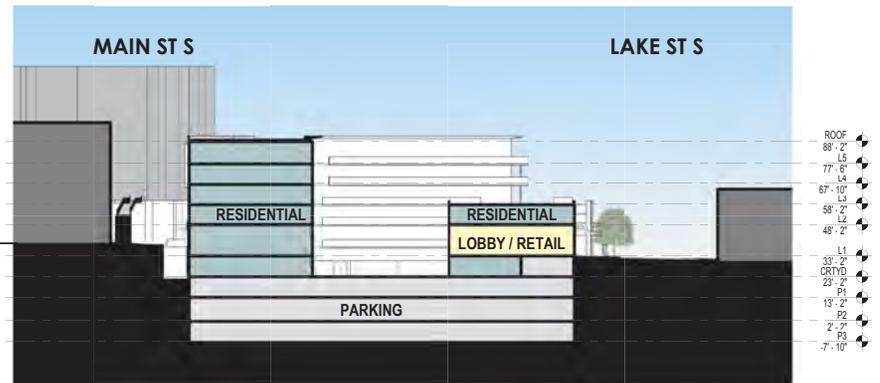


TYPICAL RESIDENTIAL LEVEL

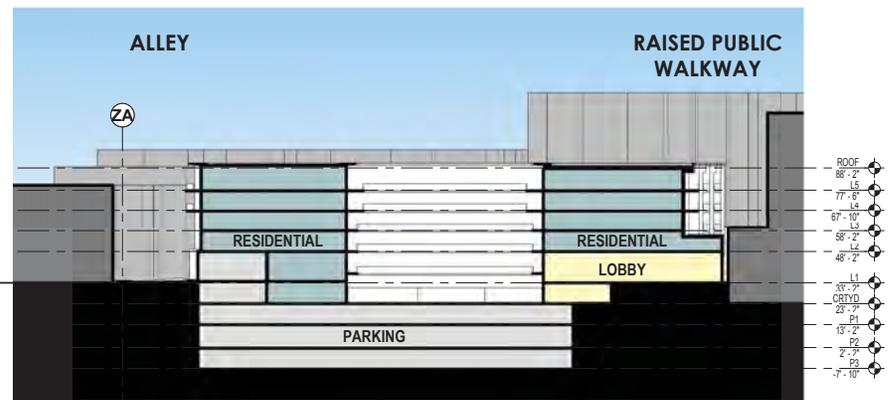
OPTION 2 - HORIZ VIEW : VERTICAL MAIN



AERIAL VIEW FROM LAKE STREET SOUTH



EAST / WEST SECTION



NORTH / SOUTH SECTION

SUN ANGLE STUDY - OPTION 2 - HORIZ VIEW : VERTICAL MAIN



9:00 AM

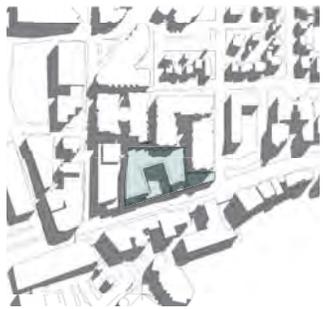


12:00 PM

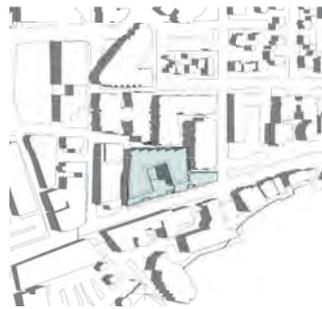


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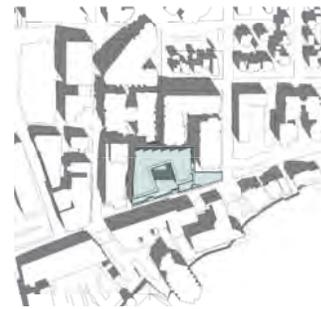
SUMMER SOLSTICE



9:00 AM

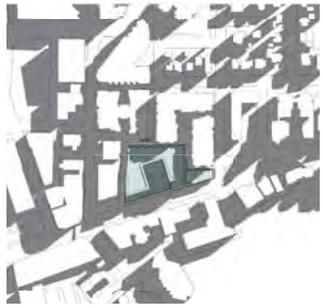


12:00 PM



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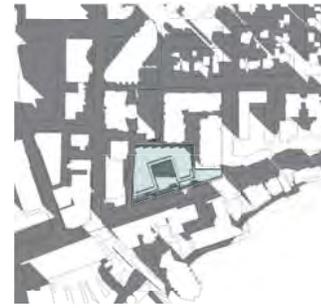
EQUINOX



9:00 AM



12:00 PM



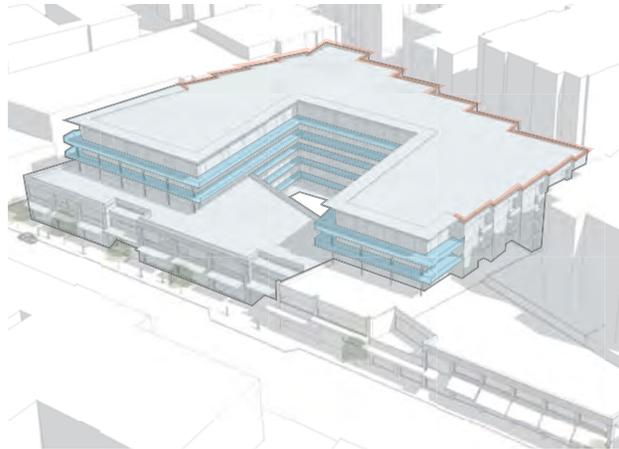
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WINTER SOLSTICE

OPTION 1 - STRONG CORNERS

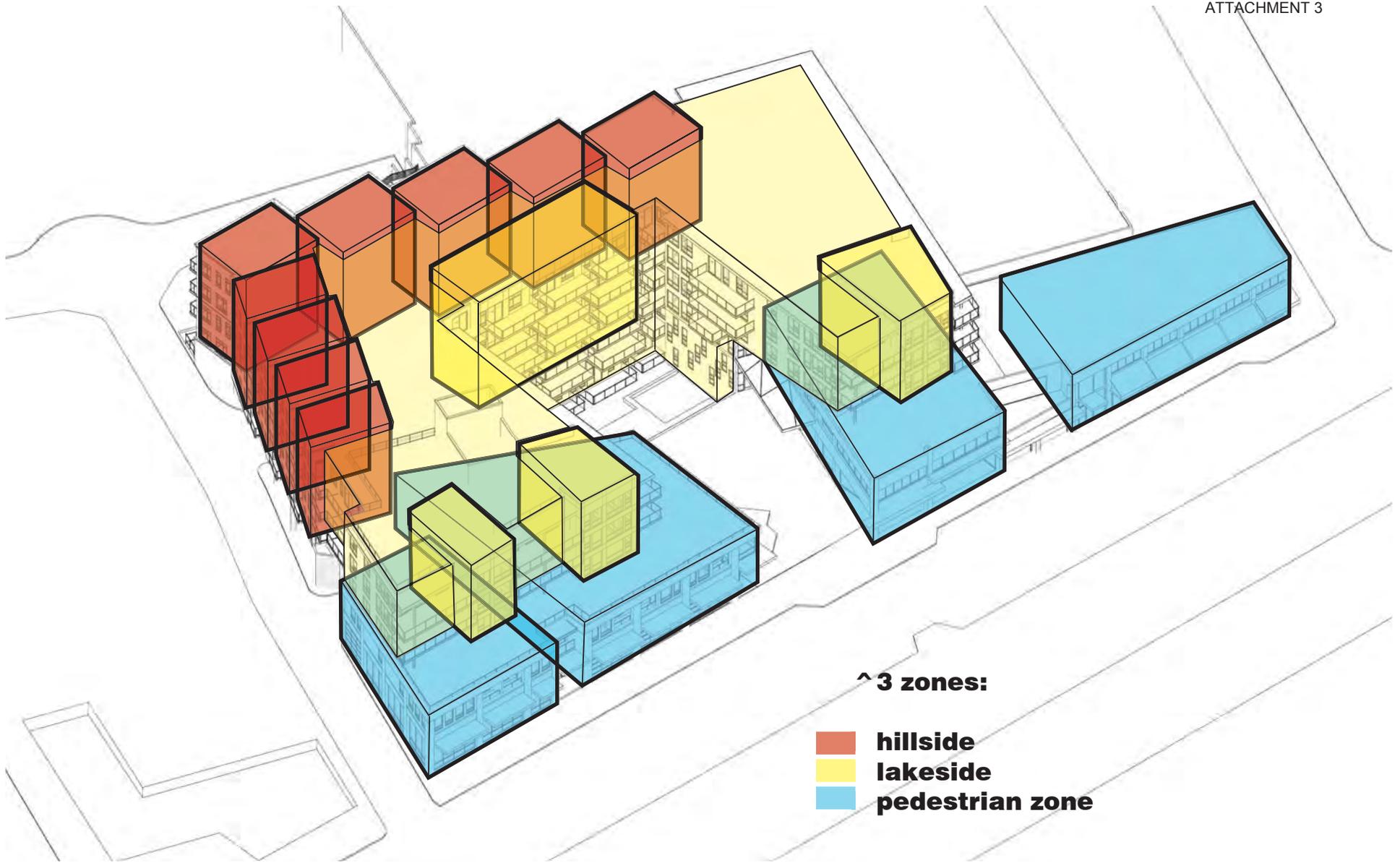


OPTION 2 - HORIZ VIEW : VERTICAL MAIN



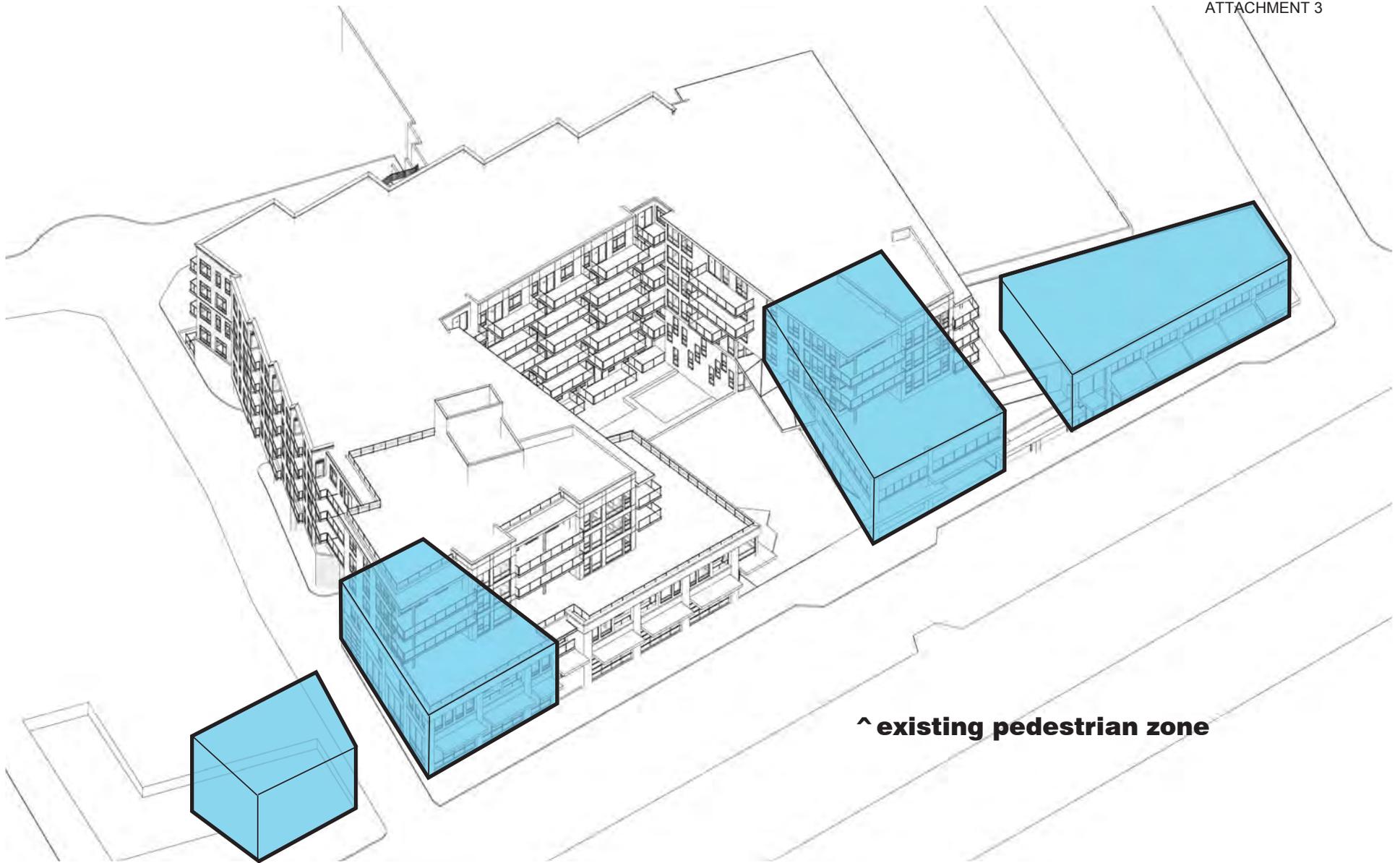
**OPTION 3 - CORNER DECKS AND PLAZA
(PREFERRED)**



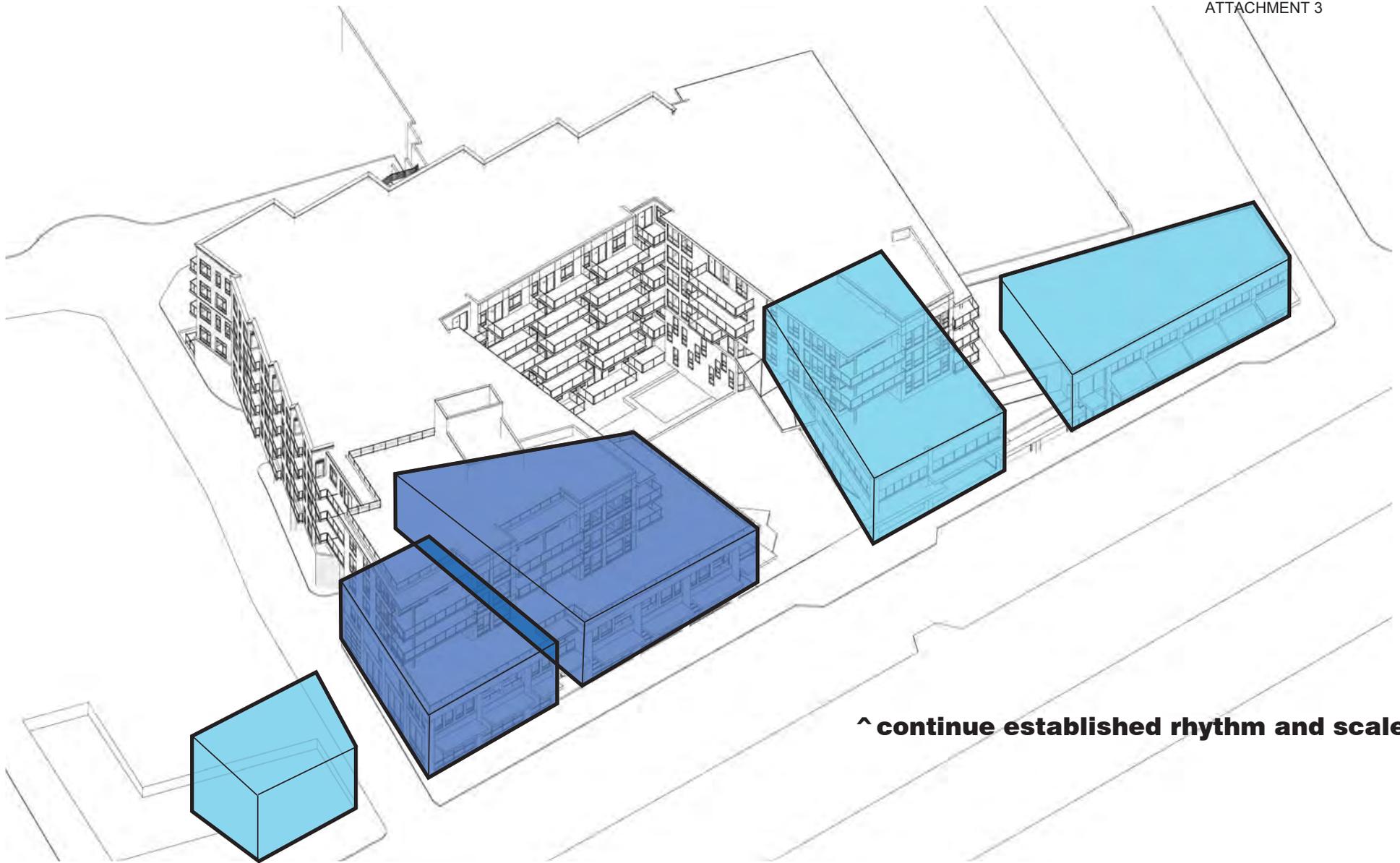


^ 3 zones:

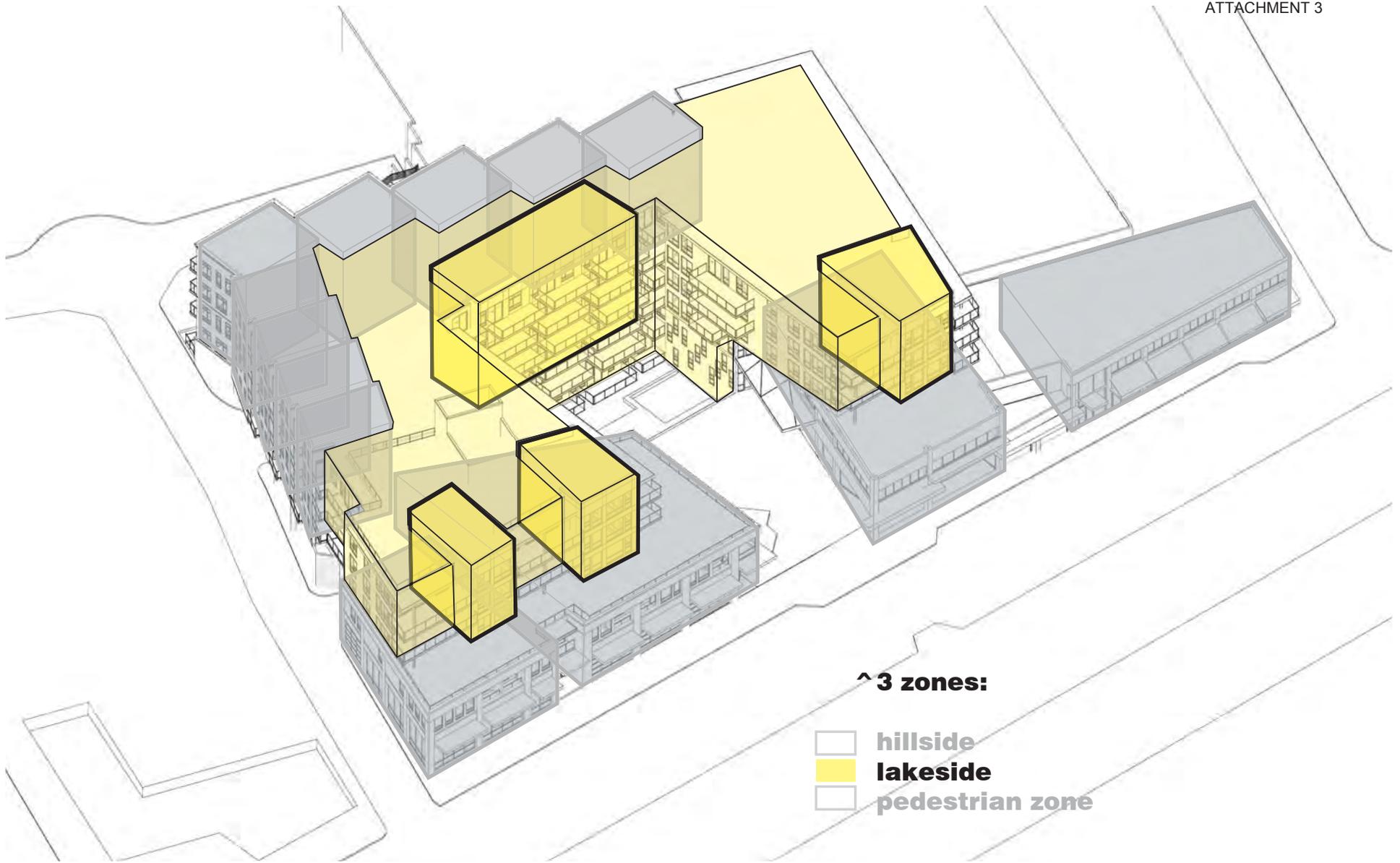
- hillside**
- lakeside**
- pedestrian zone**



^ existing pedestrian zone

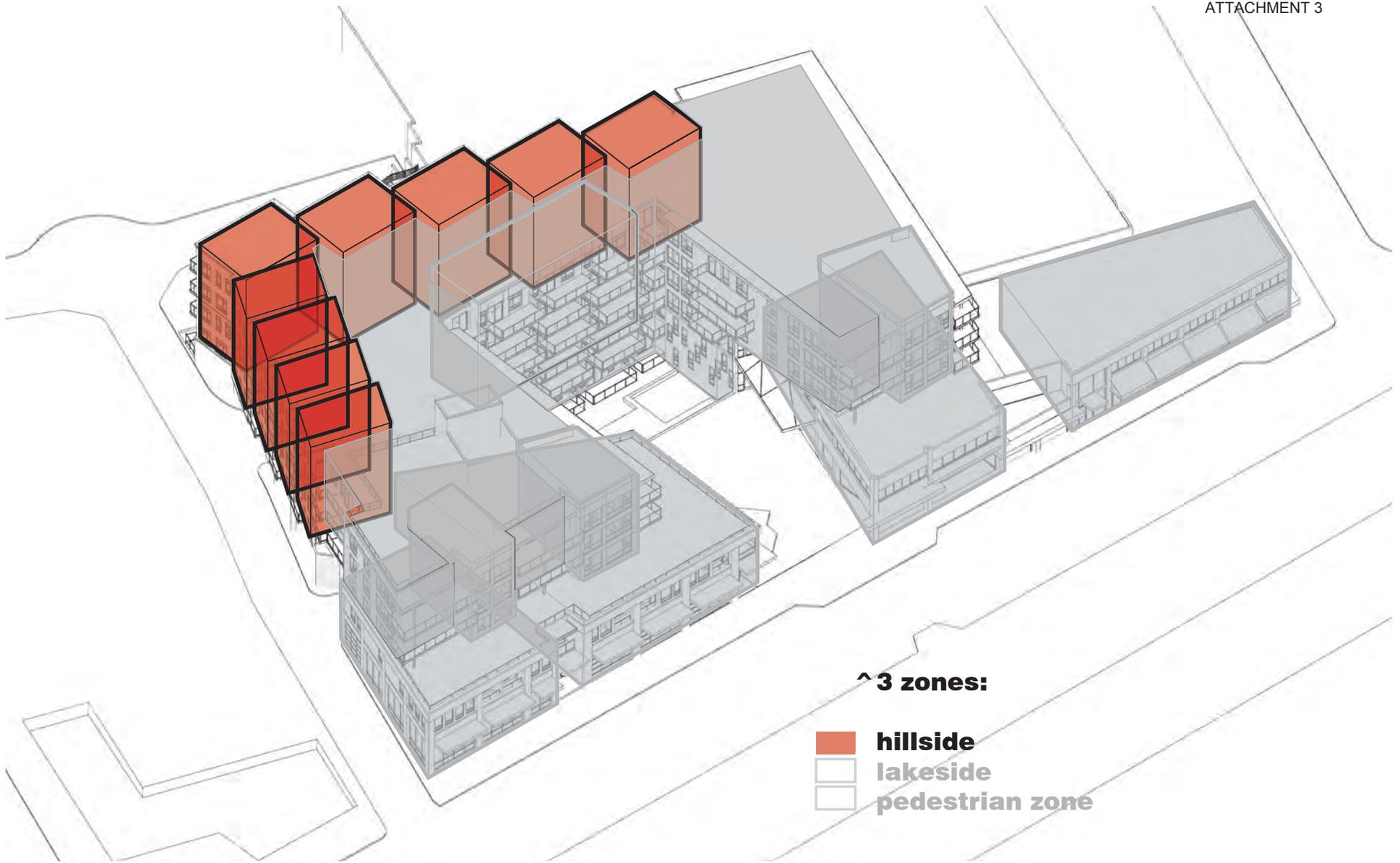


^ continue established rhythm and scale



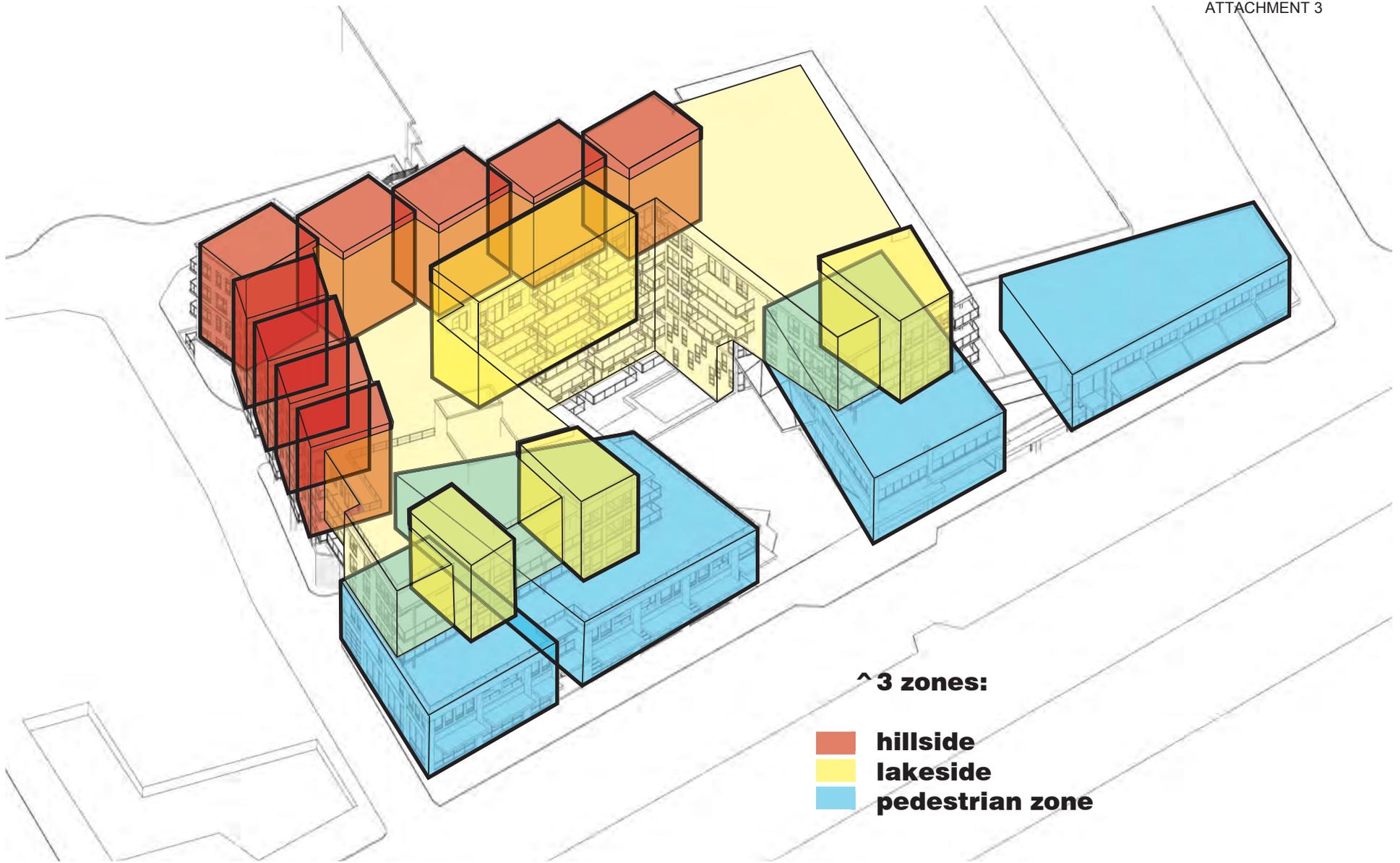
^ 3 zones:

-  hillside
-  lakeside
-  pedestrian zone



^ 3 zones:

-  **hillside**
-  **lakeside**
-  **pedestrian zone**



^ 3 zones:

- hillside**
- lakeside**
- pedestrian zone**

OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)



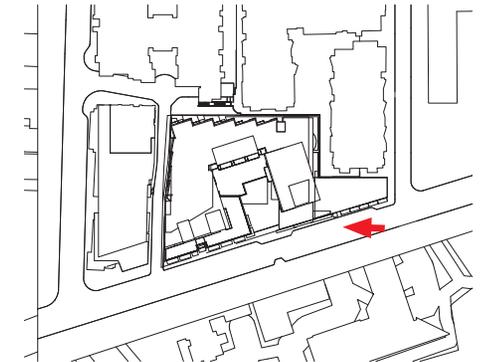
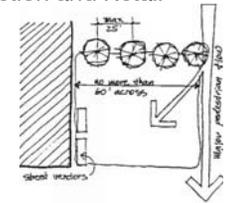
^ AERIAL VIEW FROM LAKE STREET SOUTH

Upper story setback from Main Street S

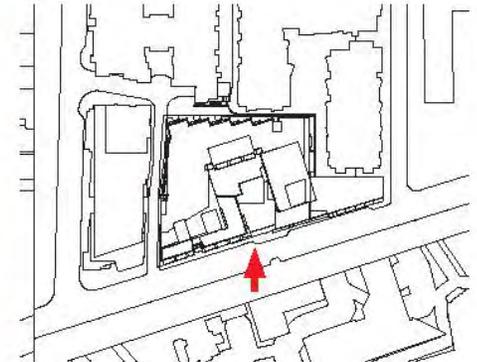
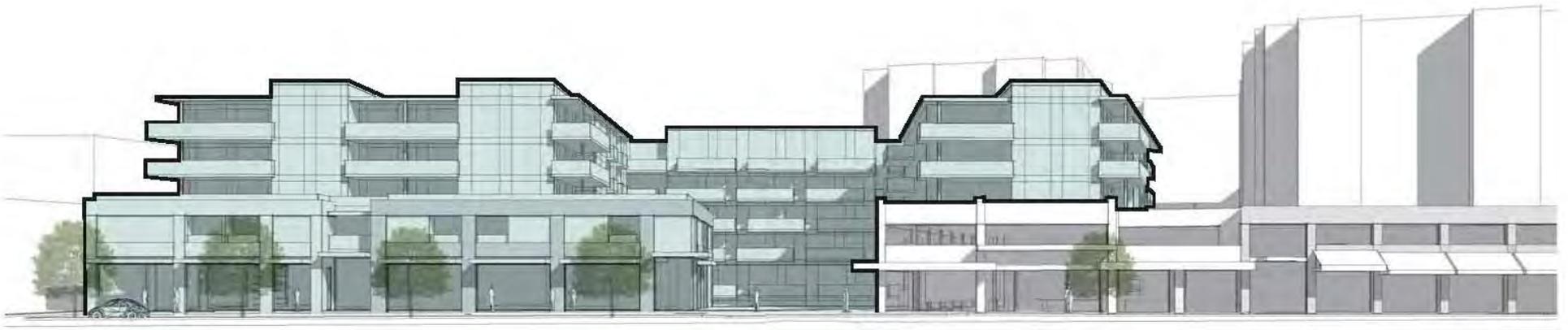
- 30' - 0" setback can be reduced up to 5' when public open space is provided.
- Plaza = +/- 4800 SF
- 25' setback provided to the face of the decks.

Kirkland Design Guidelines

- Contextual Scale and Color Palette
- Community Identity - Emphasis on Downtown Topography and Views
- Pedestrian Plaza and Pedestrian-Oriented Sidewalks with Weather Protection and Retail

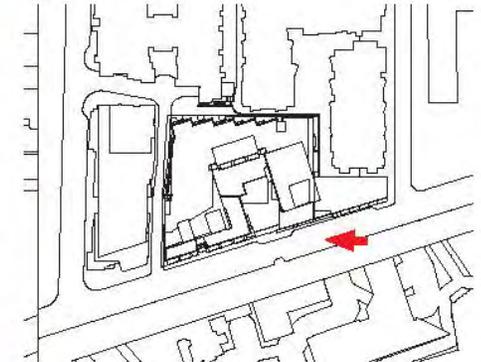


OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)



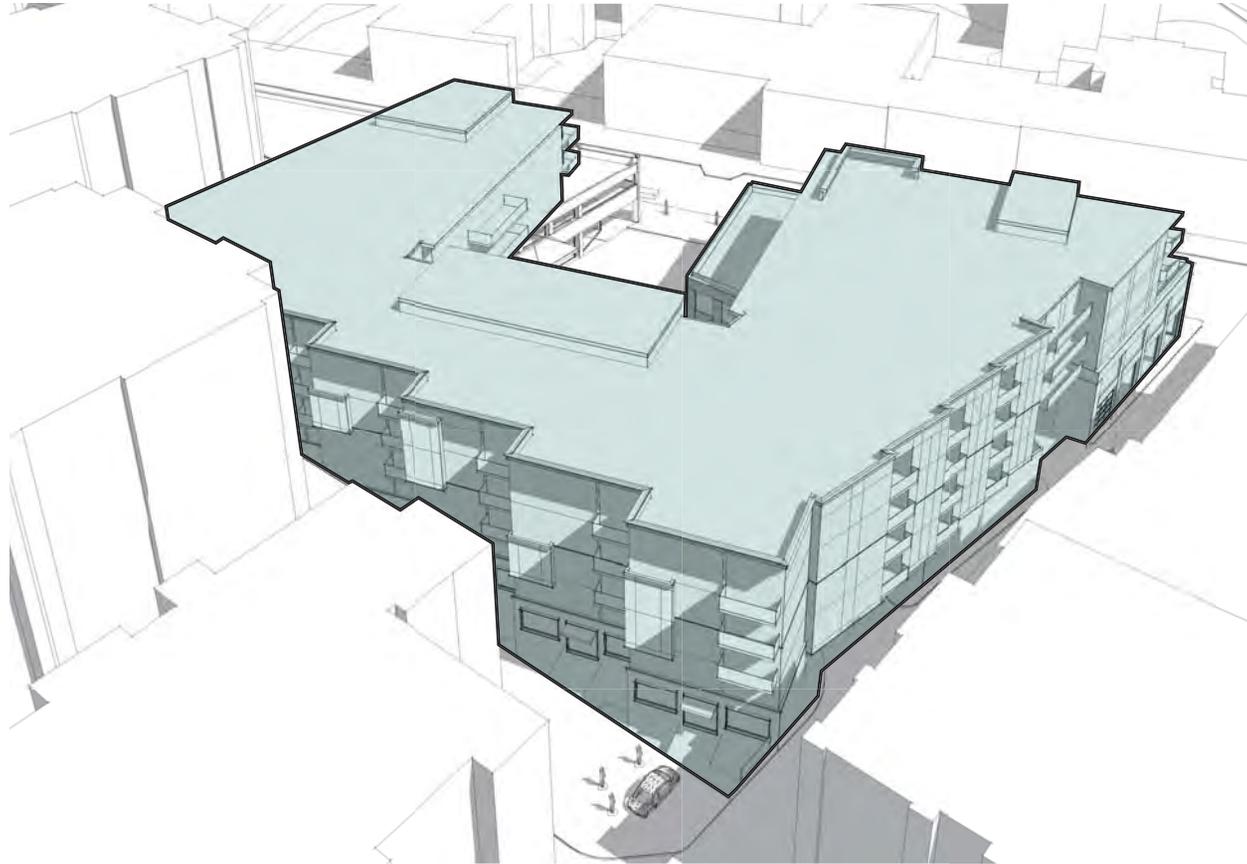
^ GROUND LEVEL VIEW FROM LAKE STREET SOUTH

OPTION 3 WITH DECKS AND BALCONIES (PREFERRED)



^ GROUND LEVEL VIEW FROM LAKE STREET SOUTH

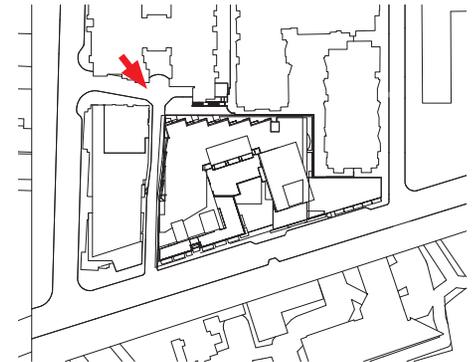
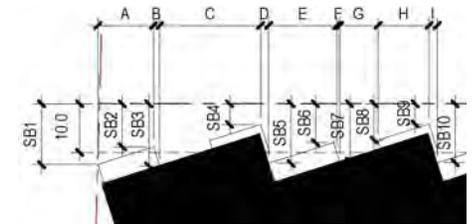
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)



^ AERIAL VIEW FROM MAIN STREET SOUTH

Upper story setback from Lake Street S

- 10' - 0" average required
 - 10' - 0" average provided
 - 5' - 0" minimum, 13' - 0" maximum
- Cumulative average setback calculated based on the length of elevation per example diagram below



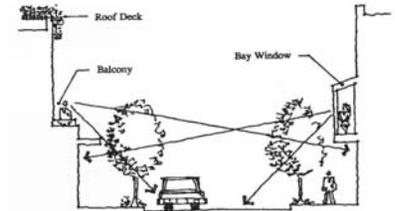
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)



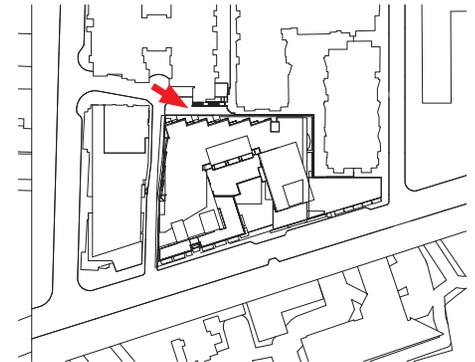
^ GROUND LEVEL VIEW FROM MAIN STREET SOUTH

Kirkland Design Guidelines

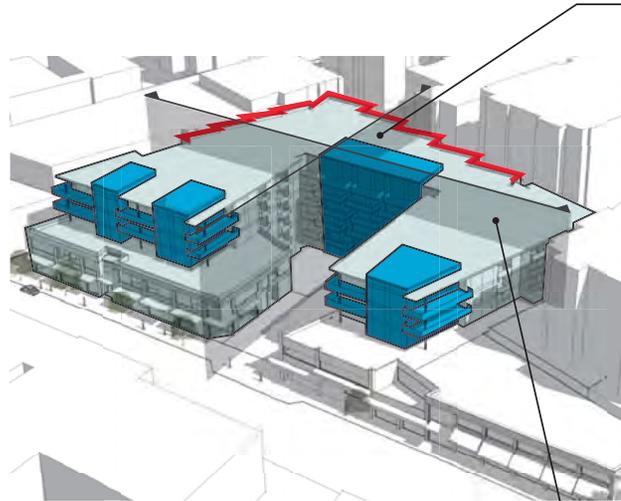
- Pedestrian-Oriented Street Activation
- Density and Growth
- Upper-story Activities Overlooking the Street
- Horizontal and Vertical Modulation
- Building Detail / Accent Color
- Contextual Scale



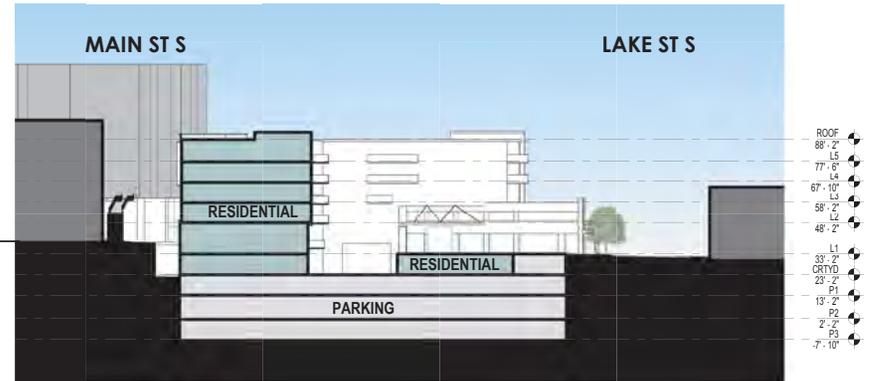
Design Guideline Example of Upper-story Activities Overlooking the Street



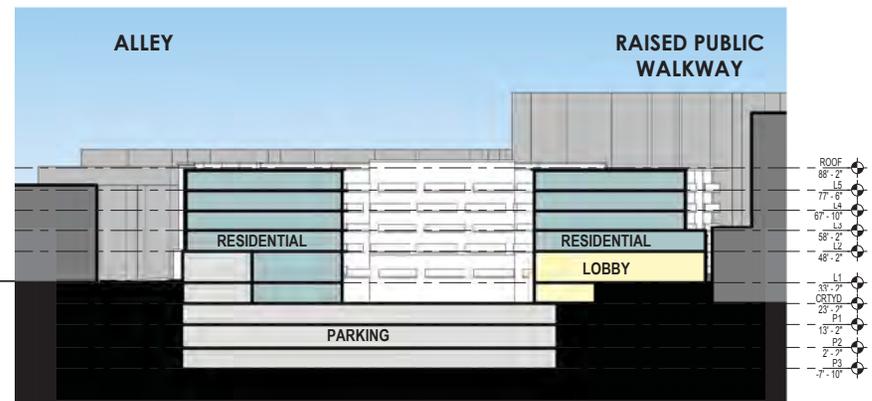
OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)



AERIAL VIEW FROM LAKE STREET SOUTH



EAST / WEST SECTION



NORTH / SOUTH SECTION

SUN ANGLE STUDY - OPTION 3 - CORNER DECKS AND PLAZA (PREFERRED)



9:00 AM

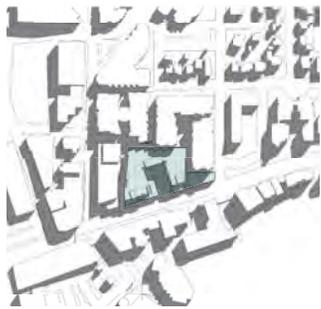


12:00 PM



3:00 PM

SUMMER SOLSTICE



9:00 AM

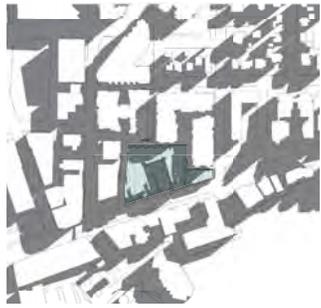


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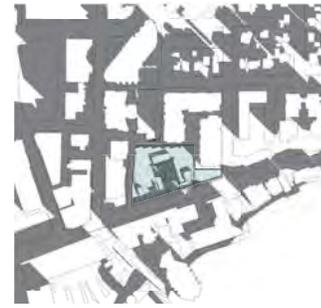
EQUINOX



9:00 AM

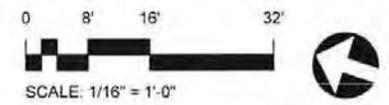


12:00 PM



3:00 PM

WINTER SOLSTICE



112 Lake Street - Kirkland, WA
Continental Properties



Plaza Concept Plan

DATE: 05-29-2019
62



112 Lake Street - Kirkland, WA
Continental Properties



Roof Terrace Concept Plan

DATE: 05-29-2019



Dwarf Fountain Grass



Cavatine Japanese Pieris



Rosemary



Mountain Hemlock



English Lavender



Compact Strawberry Tree



Kelsey Dogwood



Vine Maple



Salal

PLANT LIST

BOTANICAL NAME

DECIDUOUS TREES

ACER CIRCINATUM
 ACER JAPONICUM 'ACONITIFOLIUM'
 CORNUS KOUSA 'SATOMI'
 HAMAMELIS X INTERMEDIA

EVERGREEN TREES

CHAMAECYPARIS OBTUSA 'GRACILIS'
 TSUGA MERTENSIANA

SHRUBS

ARBUTUS UNEDO 'COMPACTA'
 AZALEA VAR.
 BERGERIS THUNBERGII 'GORUZAM'
 CALLUNA VULGARIS
 CHAMAECYPARIS OBTUSA 'FILICOIDES COMPACTA'
 CLETHRA ALNIFOLIA
 CORNUS SERICEA 'KELSEY'
 LAVENDULA ANGUSTIFOLIA 'HIDCOTE SUPERIOR'
 NANDINA DOMESTICA 'GULF STREAM'
 PIERIS JAPONICA 'CAVATINE'
 RHODODENDRON VAR.
 RIBES SANGUINEUM
 ROSA X 'RADRAZZ'
 ROSMARINUS OFFICINALIS
 SARCOCOCCA RUSCIFOLIA
 VACCINIUM OVATUM

GROUNDCOVERS, FERNS, & VINES

ARCTOSTAPHYLOS UVA-URSI
 BLECHNUM SPICANT
 FRAGARIA CHILOENSIS
 MAHONIA REPENS
 POLYSTICHUM MUNITUM
 RUBUS PENTALOBUS

GRASSES & PERENNIALS

ACORUS GRAMINEUS 'OGON'
 CALAMAGROSTIS X ACUTIFOLIA 'OVERDAM'
 CAREX MORROWII 'ICE DANCE'
 EPIMEDIUM X PERRALCHICUM 'FROHNLEITEN'
 HEMEROCALLIS 'STELLA D'ORO'
 LIRIOPE SPICATA
 PENNISETUM ALOPECUROIDES 'HAMELN'

COMMON NAME

VINE MAPLE
 FERNLEAF FULL MOON MAPLE
 SATOMI KOUSA DOGWOOD
 WITCHHAZEL

SLENDER HINOKI FALSE CYPRESS
 MOUNTAIN HEMLOCK

COMPACT STRAWBERRY TREE
 EVERGREEN AZALEA
 GOLDEN RUBY BARBERRY
 HEATHER
 COMPACT FERNSPRAY HINOKI CYPRESS
 SUMMERSWEET
 KELSEY DOGWOOD
 HIDCOTE SUPERIOR ENGLISH LAVENDER
 GULF STREAM HEAVENLY BAMBOO
 CAVATINE JAPANESE PIERIS
 RHODODENDRON HYBRIDS
 RED-FLOWERING CURRANT
 KNOCKOUT ROSE
 ROSEMARY
 SWEETBOX
 EVERGREEN HUCKLEBERRY

KINNIKINICK
 DEER FERN
 BEACH STRAWBERRY
 CREEPING OREGON GRAPE
 SWORD FERN
 CREEPING BRAMBLE

VARIEGATED GRASSLEAF SWEETFLAG
 VARIEGATED FEATHER REED GRASS
 ICE DANCE SEDGE
 FROHNLEITEN HYBRID EPIMEDIUM
 STELLA D'ORO DAYLILLY
 CREEPING LILY TURF
 DWARF FOUNTAIN GRASS



CHAPTER 50 - CENTRAL BUSINESS DISTRICT (CBD) ZONES

50.05 User Guide – CBD 1 zones.

The charts in KZC [50.12](#) contain the basic zoning regulations that apply in the CBD 1 zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 50.10



Section 50.10 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. The maximum height of structure shall be measured at the midpoint of the frontage of the subject property on the abutting right-of-way, excluding First Avenue South. See KZC [50.62](#) for additional building height provisions.
3. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Banking and Related Financial Services; Entertainment, Cultural and/or Recreational Facility; Parks; Government Facility; or Community Facility. The street level floor of buildings south of Second Avenue South may also include Office Use. The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way, not including alleys and similar service access streets). Buildings proposed and built after April 1, 2009, and buildings that existed prior to April 1, 2009, which are at least 10 feet below the maximum height of structure, shall have a minimum depth of 10 feet and an average depth of at least 20 feet containing the required uses listed above.
 The Design Review Board (or Planning Director if not subject to D.R.) 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 retail frontage will maximize visual interest. Lobbies for residential, hotel, and office uses may be allowed within this space subject to applicable design guidelines.
4. Where public improvements are required by Chapter [110](#) KZC, sidewalks on pedestrian-oriented streets within CBD 1A and 1B shall be as follows:
 Sidewalks shall be a minimum width of 12 feet. The average width of the sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street shall be 13 feet. The sidewalk configuration shall be approved through D.R.

(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

(GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)

5. Upper story setback requirements are listed below. For purposes of the following regulations, the term “setback” shall refer to the horizontal distance between the property line and any exterior wall of the building. The measurements shall be taken from the property line abutting the street prior to any potential right-of-way dedication.
- a. **Lake Street:** No portion of a building within 30 feet of Lake Street may exceed a height of 28 feet above Lake Street except as provided in KZC [50.62](#).
 - b. **Central Way:** No portion of a building within 30 feet of Central Way may exceed a height of 41 feet above Central Way except as provided in KZC [50.62](#).
 - c. **Third Street and Main Street:** Within 40 feet of Third Street and Main Street, all stories above the second story shall maintain an average setback of at least 10 feet from the front property line.
 - d. **All other streets:** Within 40 feet of any front property line, other than Lake Street, Central Way, Third Street, or Main Street, all stories above the second story shall maintain an average setback of at least 20 feet from the front property line.
 - e. The required upper story setbacks for all floors above the second story shall be calculated as Total Upper Story Setback Area as follows:
Total Upper Story Setback Area = (Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas) x (Required average setback) x (Number of stories proposed above the second story). See Plate [35](#).
 - f. The Design Review Board is authorized to allow a reduction of the required upper story setback by no more than five feet subject to the following:
 - 1) Each square foot of additional building area proposed within the setback is offset with an additional square foot of public open space (excluding area required for sidewalk dedication) at the street level.
 - 2) The public open space is located along the sidewalk frontage and is not covered by buildings.
 - 3) For purposes of calculating the offsetting square footage, along Central Way, the open space area at the second and third stories located directly above the proposed ground level public open space is included. Along all other streets, the open space area at the second story located directly above the proposed ground level public open space is included.
 - 4) The design and location is consistent with applicable design guidelines.
 - g. The Design Review Board is authorized to allow rooftop garden structures within the setback area.
6. May also be regulated under the Shoreline Master Program; refer to Chapter [83](#) KZC.

[link to Section 50.12 table](#)

**The Kirkland Zoning Code is current through Ordinance
4683, passed May 7, 2019.**

Disclaimer: The City Clerk's Office has the official version of the Kirkland Zoning Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: <http://www.kirklandwa.gov/> (<http://www.kirklandwa.gov/>)

City Telephone: (425) 587-3000

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

eLibrary (<https://www.codebook.com/listing/>)

Section 50.12



USE ZONE CHART

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

Section 50.12	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Restaurant or Tavern	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One per each 125 sq. ft. of gross floor area. See KZC 50.60.	1. Drive-in or drive-through facilities are prohibited.
.020	Any Retail Establishment, other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, excluding banking and related financial services										One per each 350 sq. ft. of gross floor area. See KZC 50.60.	1. The following uses are not permitted in this zone: a. Vehicle service stations. b. The sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors. c. Drive-in facilities and drive-through facilities. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled manufactured goods are directly related to and 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.

Section 50.12	 	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
			Front	Side	Rear							
.025	Banking and Related Financial Services See Spec. Reg. 2.	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	<ol style="list-style-type: none"> 1. Drive-through facilities are permitted as an accessory use only if: <ol style="list-style-type: none"> a. The drive-through facility is not located on a property that abuts either Park Lane or Lake Street. b. The drive-through facility existed prior to January 1, 2004, OR the drive-through facility will replace a drive-through facility which existed in CBD 1A or 1B on January 1, 2004, and which drive-through facility: <ol style="list-style-type: none"> 1) Was demolished to allow redevelopment of the site on which the primary use was located; and 2) Will serve the same business served by the replaced facility, even if that business moves to a new location; and 3) Does not result in a net increase in the number of drive-through lanes serving the primary use; and c. The Public Works Department determines that vehicle stacking will not impede pedestrian or vehicular movement within the right-of-way, and that the facility will not impede vehicle or pedestrian visibility as vehicles enter the sidewalk zone; and d. The vehicular access lanes will not be located between the street and the buildings and the configuration of the facility and lanes is generally perpendicular to the street; and e. Any replacement drive-through facility is reviewed and approved pursuant to Chapter 142 KZC for compliance with the following criteria: <ol style="list-style-type: none"> 1) The design of the vehicular access for any new drive-through facility is compatible with pedestrian walkways and parking access. 2) Disruption of pedestrian travel and continuity of pedestrian-oriented retail is limited by minimizing the width of the facility and associated curb-cuts. 2. Unless this use existed on the subject property prior to January 1, 2004, Banking and Financial Services may not be located within the 30-foot depth (as established by General Regulation 3) on the street level floor of a building fronting on Park Lane and Lake Street.

Section 50.12



USE ZONE CHART

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

Section 50.12	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)		
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure	
				Front	Side	Rear							
.030	Hotel or Motel	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One for each room. See Spec. Reg. 2 and KZC 50.60.	1. The following uses are not permitted in this zone: <ul style="list-style-type: none"> a. Vehicle service stations. b. Vehicle and/or boat sale, repair, service or rental. c. Drive-in facilities and drive-through facilities. 2. The parking requirement for hotel or motel use does not include parking requirements for ancillary meetings and convention facilities. Additional parking requirements for ancillary uses shall be determined on a case-by-case basis.	
.040	Entertainment, Cultural and/or Recreational Facility										See KZC 50.60 and 105.25.		
.060	Private Club or Lodge										B		See KZC 50.60 and 105.25.
.070	Office Use										D		One per each 350 sq. ft. of gross floor area. See KZC 50.60.
.080	Stacked or Attached Dwelling Units										A		See KZC 50.60.

Section 50.12	 USE REGULATIONS 	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
			Front	Side	Rear							
.085	Residential Suites	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	A	See Spec. Reg. 1.	1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60. 2. The required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County: <ol style="list-style-type: none"> a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars. b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements: <ol style="list-style-type: none"> 1) Charge for on-site parking, unbundled from the rent, for tenants who have cars. 2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars. 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City. 6) At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.12



USE ZONE CHART

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

Section 50.12	 REGULATIONS 	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.085	Residential Suites (continued)									REGULATIONS CONTINUED FROM PREVIOUS PAGE 7) Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP. 8) Acknowledgement by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements. c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer. 3. All residential suites and all required parking within a project shall be under common ownership and management. 4. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 Star certified, LEED Gold certified, or Living Building Challenge certified. 5. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.		



Section 50.12	REGULATIONS 	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS											
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)		
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure	
Front	Side	Rear	Lot Coverage	Height of Structure									
.090	School, Day-Care Center or Mini School or Day-Care Center	D.R., Chapter 142 KZC.	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	B	See KZC 50.60 and 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. 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.	
.100	Assisted Living Facility								A	1.7 per independent unit. 1 per assisted living unit. See KZC 50.60.			1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: a. One parking stall shall be provided for each bed.
.110	Public Utility, Government Facility, or Community Facility								D See Special Reg. 1.	B			See KZC 50.60 and 105.25.
.120	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.											

Design Guidelines for Pedestrian Oriented Business Districts

In addition to the standard guidelines contained in the Design Guidelines for Pedestrian-Oriented Business Districts, the following list summarizes some of the key guidelines or regulation which apply specifically to the project or project area.

Special Consideration for Downtown Kirkland

Sidewalk Width: 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.

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.

Street Trees: 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. 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.

Parking Location: 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.

Parking Garage: 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.

Fenestration Patterns: 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.

Decks, Bay Windows, Arcades, Porches: 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.

Building Modulation Horizontal: 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.

Signs: 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.

Natural Features: 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.