



CITY OF KIRKLAND  
Planning and Building Department  
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## MEMORANDUM

To: Design Review Board

From: Tony Leavitt, Associate Planner

Date: June 11, 2018

File No.: DRV18-00317

Subject: 312 CENTRAL WAY MIXED USE PROJECT  
DESIGN RESPONSE CONFERENCE

### I. MEETING GOALS

At the June 18, 2018 Design Review Board (DRB) meeting, the DRB should conduct a Design Response Conference and determine if the project is consistent with the design guidelines contained in Design Guidelines for Pedestrian Oriented Business Districts, as adopted in Kirkland Municipal Code (KMC) Section 3.30.040.

During the Design Response Conference, the DRB should provide feedback on the following topics:

- Building massing and modulation
- Pedestrian access and plaza design
- Landscaping
- Materials, colors, and details

### II. PROPOSAL

The subject property is located at 312 Central Way (see Attachment 1). The applicant is proposing to construct a 4 story LEED Platinum Certified mixed use building that will include two levels of below grade parking. The street level will consist of commercial spaces, residential lobby/ amenities, and a garage/loading entrance. Three levels of residential units and associated amenities will be located above (see Attachment 2).

The proposal includes a request for minor variations to allow upper story encroachments into the required front yard setback along Central Way.

### III. SITE

The subject property (31,716 square feet in size) is currently developed **with a Wendy's** Fast Food Restaurant and associated surface parking lot. The site is relatively flat but has a significant slope along the north edge of the property adjacent to the alley. The property has street frontage along 3<sup>rd</sup> Street and Central Way. 3<sup>rd</sup> Street is a designated for Major Pedestrian Sidewalk, but it is not a pedestrian oriented street. Central Way is a designated Pedestrian Oriented Street.

The following list summarizes the zoning designation, uses, and allowed heights of properties adjacent to the subject property:

North: PLA 7B, Multiple residential developments, 30 feet above ABE

West: CBD 8, Two-story mixed use building, 3 stories above Central Way

South: Park/ Open Space, Peter Kirk Park, Determined as part of Park Master Plan

East: CBD 7, Capri Mixed Use Project, 41 feet above ABE

Additional photographs and models prepared by the applicant showing the surrounding properties are contained in Attachment 2.

#### IV. CONCEPTUAL DESIGN CONFERENCE

A Conceptual Design Conference was held on February 5, 2018. The DRB provided direction to the applicant in preparation for the Design Response Conference. At the meeting, the DRB discussed:

- A. How the design guidelines affect or pertain to the proposed development.
- B. Which guidelines applied to the proposed development; and
- C. The application materials that are needed for the Design Response Conference.

**The DRB's feedback from the conference is summarized in Section V.B below under the DRB's discussion on the various design topics.**

#### V. DESIGN RESPONSE CONFERENCE

The Design Review Board reviews projects for consistency with design guidelines for pedestrian-oriented business districts, as adopted in Kirkland Municipal Code Chapter 3.30. In addition to the standard guidelines contained in the *Design Guidelines for Pedestrian-Oriented Business Districts*, the following information summarizes key guidelines that apply specifically to the project or project area. See also Section VI for information regarding zoning regulations and how they affect the proposed development.

##### A. Pedestrian-Oriented Design Guidelines

###### 1. General

The following is a list of key design issues and/or design techniques that should be addressed with this project as identified in the design guidelines.

- Building Scale
  - Vertical and horizontal modulation
  - Architectural scale
- Pedestrian-Orientation
  - Plazas
  - Pedestrian friendly building fronts
  - Blank wall treatment
- Landscaping
- Building material, color, and detail

See the adopted Design Guidelines for Pedestrian-Oriented Business Districts for complete text and explanations.

## 2. Special Considerations for Downtown Kirkland

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 which apply specifically to the project or project area.

- 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.
- Retail frontages in the Central Business District **should have a 15' story** height to ensure 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.
- 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.
- 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.
- 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.
- 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.
- **The Downtown Plan's mandate for high-quality** development should also be reflected in sign design.
- 

## B. Compliance with Design Guidelines

### 1. Scale

#### a. DRB Discussion

The DRB expressed a preference for massing Option 3 (**the applicant's preferred design**). The DRB requested the following items for submittal:

- Address the treatment of 3rd Street "Blank Wall" at ground level. Suggest glazing, landscaping, or other like solutions.
- Increase modulation on both the alley and Central Way facades.
- Increase the variety of roof lines and element.
- Include design elements to activate building corners.

- Communicate how the design supports the proposed setback variations by providing superior design and does not have substantial detrimental effects. Provide graphics and data quantifying area encroaching into required setbacks
- Provide solar studies to illustrate shadow impact of adjacent properties. A model showing the views and upper story step backs.

b. Supporting Design Guidelines

The *Design Guidelines for Pedestrian Oriented Business Districts* contain the following policy statements that address the use of these techniques:

- All building fronts should have pedestrian-friendly features.
- Special Consideration for the CBD - Retail frontages in the Central **Business District should have a 15' story height to ensure 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.
- Storefronts 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.
- 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.
- 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.
- 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.
- 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.
- 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 should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.
- 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.
- 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 the CBD - 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.
- Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.
- 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.

c. Staff Analysis

*As requested by the DRB, the applicant has provided detailed plans of massing Option 3 for review (see Attachment 2).*

*The DRB should provide input on the following items:*

- *Does the building provide enough horizontal and/or vertical modulation when viewed from key vantages?*
- *Are the building corners adequately treated?*
- *Is the ground floor residential lobby acceptable relative to the **property's overall retail frontage**? Does the storefront design of the lobby provide continuity to the retail character of the site and the overall street?*
- *Analysis of the requested minor variations is included in Section V.C below.*

2. Open Space and Landscaping

a. DRB Discussion

The DRB had the following recommendations regarding open space and landscaping:

- Provide detail design solutions for pedestrian plazas at entry and corner.
- Explore options for driveway design. Ensure width is not too long for pedestrians. Look at breaking up width to provide refuge.

b. Supporting Design Guidelines

The *Design Guidelines and Zoning Regulations* contain the following guideline addressing the visual quality of landscapes:

- KZC Chapter 95 requires that a landscape plan be approved as part of the Design Review Process.
- 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 the CBD - 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.
- Special Consideration for the CBD - 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.

c. Staff Analysis

*The DRB should review the landscape treatment around the building, within the pedestrian plaza, and on the building terraces. Landscaping should be placed in areas to help mitigate building massing and enhance the pedestrian experience along the project frontages. The applicant has applied for a driveway variance with the Public Works Department to allow the two curb cuts to be located closer together.*

*The DRB should provide input on the following items:*

- *What changes, if any, are needed to the pedestrian plaza and driveway plans?*
- *Are there other opportunities for landscaping?*

3. Building Materials, Color, and Details

a. DRB Discussion

This topic was not discussed in detail at the Conceptual Design Conference.

b. Supporting Design Guidelines

The *Design Guidelines for Pedestrian Oriented Business Districts* contain the following policy statements that address the use of these techniques:

- 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.

- The use of a range of colors compatible within a coordinated color scheme should be encouraged.
- Buildings should be designed to architecturally enhance building corners. 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.

c. Staff Analysis

*Attachment 2, Sheets 43 to 45 contains color elevation drawings and callouts for the proposed building materials. The applicant has been directed to bring larger material samples to the DRB meeting. The DRB should provide feedback to the applicant regarding the proposed materials and colors.*

C. Minor Variations

1. **Applicant's Request**

KZC Section 142.37.1.a allows an applicant to request minor variations to the minimum required setback in the CBD zone. The DRB may grant a minor variation only if it finds that the following are met (KZC Section 142.37.4):

- The request results in superior design and fulfills the policy basis for the applicable design regulations and design guidelines;
- The departure will not have any substantial detrimental effect on nearby properties and the City or the neighborhood.

**A 20' setback is required along Central Way. Ground floor retail space may have a zero-foot setback.** The applicant has requested the following minor variations:

- 10 foot encroachment on the Levels 2, 3 foot encroachment on Level 3 and 3 encroachment on Level 4 (see Attachment 2, Sheets 23 thru 25) along Central Way.
- Approximately 2,279 square feet of total setback encroachment.

**The applicant's response to the minor setback variation criteria above can be found in Attachment 2, Sheet 61.**

VI. KEY ZONING REGULATIONS

**The applicant's proposal is** also subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, Fire and Building Code, and Public Works Standards. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, is provided to familiarize the applicant with some of these additional development regulations. These regulations and standards are not under the review authority of the DRB and will be reviewed for compliance as part of the building permit review for the project.

In terms of zoning, development on the subject property is subject to the regulations in CBD 7 (see Attachment 4) as well as other applicable KZC sections. The following regulations are important to point out as they form the basis of any new development on

the site. Below are some of the key zoning standards that apply to the development followed by staff comment in italics.

- A. Permitted Uses: Permitted uses in this zone include, but are not limited to retail, restaurants, office, and stacked dwelling units. Office and residential uses may not be located on the ground floor of a structure unless there is a minimum 30 foot (in depth) intervening retail use.

*Staff Comment: The applicant is proposing ground floor retail and a residential lobby. The DRB has the authority to allow residential lobbies on the ground floor subject to specific design guidelines. The upper stories will consist of only residential uses. The parking for the project is proposed in a below-grade parking structure.*

- B. Setbacks: **A minimum 20' front yard setback** is required along Central Way. One-story street level retail shall have a zero foot setback, but any portion above the street level **must be setback 20'**. There are no required setbacks for the side or rear property lines and no setback from 3<sup>rd</sup> Street or the alley.

*Staff Comment: A 20' front yard setback is required along Central Way with the exception of one-story retail. The applicant has requested a minor variation to the setback requirement pursuant to KZC Section 142.37. See Section V.C above.*

- C. Height: **CBD 7 allows a maximum height of 41' measured above the average building elevation.** In addition, KZC Section 50.62.2 requires that the **minimum ground floor height is 15' for retail, restaurant, and other ground floor uses.** Additional height is allowed for peaked roofs and/or parapets. For structures with a peaked roof, the peak may extend five (5) feet above the height limit if the slope of the roof is greater than three (3) feet vertical to 12 feet horizontal and eight (8) feet above the height limit if the slope of the roof is equal or greater than four (4) feet vertical to 12 feet horizontal. Decorative parapets may exceed the height limit by a maximum of four feet, provided that the average height of the parapet around the perimeter of the structure shall not exceed two feet.

*Staff Comment: The applicant's design shows rooftop elements that exceed the maximum height limit. As a result, the applicant will need to apply for a rooftop appurtenance modification pursuant to KZC Section 115.120.4.b. The modification will be reviewed by and decided on by Staff.*

*KZC Section 115.120.4.b states that the Planning Official may approve a modification to the standards of subsection (4)(a) of this section if:*

*1) No reasonable alternatives to the increased height or size, such as utilizing alternative equipment design or technology or locating the appurtenances at or below grade or within the structure, exists, and the amount of increase and the size of the appurtenance and its screening is the minimum amount necessary; and*

*2) The applicant submits accurate graphic representations or other information that demonstrates that a) Views from adjacent properties will not be significantly blocked; and b) Visibility of the appurtenances from adjacent properties and streets will be minimized; and c) Aesthetic impacts resulting from the increased height and/or area will be minimized through appropriate screening, architectural integration, and/or location or consolidation of the appurtenance(s); and*

*3) The height of the appurtenance, including the combined height of mechanical equipment or elevator penthouse and appurtenances mounted on top of the penthouse, shall in no event exceed the lesser of the following:*

*the height of the story immediately below the appurtenance, or fifteen feet above the applicable height limitation; and*

*4) In no event shall the total area occupied by rooftop appurtenances or enclosed within their screening exceed 25 percent the total area of the building footprint.*

*The applicant has submitted two rooftop **plans for the "Central Hub" portion of the building (see Attachment 2, Sheets 26 and 27). The "preferred" design includes an enclosed resident's lounge. The "interim" design is a roof form that covers the roof deck. Both designs include an elevator and stair access to the roof.***

***The applicant's "preferred" design does not meet the KZC definition of rooftop appurtenance (HVAC equipment, mechanical or elevator equipment and penthouses, roof access stair enclosures, and similar equipment or appurtenances that extend above the roofline of a building). The "interim" design meets the definition of rooftop appurtenance. However, the appurtenances will require administrative review and approval***

*The City is in the process of reviewing a code amendment that could allow **additional rooftop uses. It's expected that the amendment will be considered by the City Council in the fall.***

D. Lot Coverage: CBD 7 zoning regulations allow 80% lot coverage or 100% if retail is provided with a 0' setback.

E. Parking: Retail uses must provide one parking space for each 350 square feet of gross floor area. Restaurant uses must provide one parking space for each 125 square feet of gross floor area. The KZC requires the following parking standards for stacked dwelling units:

- 1.2 stalls per studio unit
- 1.3 stalls per 1 bedroom unit
- 1.6 stalls per 2 bedroom unit
- 1.8 stalls per 3 or more bedroom unit
- Guest Parking: A minimum 10% of the total number of required parking spaces shall be provided for guest parking and located in a common area accessible by guests. If the required number of guest parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.

***Staff Comment: Staff has not yet evaluated the proposed project for compliance with the City's parking regulations. The applicant must demonstrate compliance with the City's parking requirements as part of any building permit.***

F. Landscaping: Based on the proposed uses on the subject property and the adjoining multi-family development to the north, a 15'-wide landscape buffer is required along the north property line planted pursuant to standards found in KZC Section 95.42.

***Staff Comment: The applicant's design would require a landscape buffer modification pursuant to KZC Section 95.46.1. The modification requires agreement from neighboring property owners and approval by Staff.***

G. Sidewalks: Central Way is a designated as a Pedestrian Oriented Street. Therefore the sidewalk standards require a minimum 10' wide sidewalk along the entire frontage of the subject property abutting Central Way. An 8' wide sidewalk is

required along 3<sup>rd</sup> Street as it is a Major Pedestrian Sidewalk. The final sidewalk configuration shall be approved through the design review process.

#### VII. PEDESTRIAN ORIENTED DESIGN GUIDELINES

In addition to the standard guidelines contained in the *Design Guidelines for Pedestrian-Oriented Business Districts*, the list in Attachment 5 summarizes some of the key guidelines or regulations which apply specifically to the project or project area. The following is a list of key design issues and/or design techniques that should be addressed with this project.

- Pedestrian-oriented space and plazas
- Blank wall treatment
- Vertical and horizontal definition
- Architectural scale
- Horizontal modulation
- Change in roofline
- Human scale
- Building material, color, and detail
- Signage

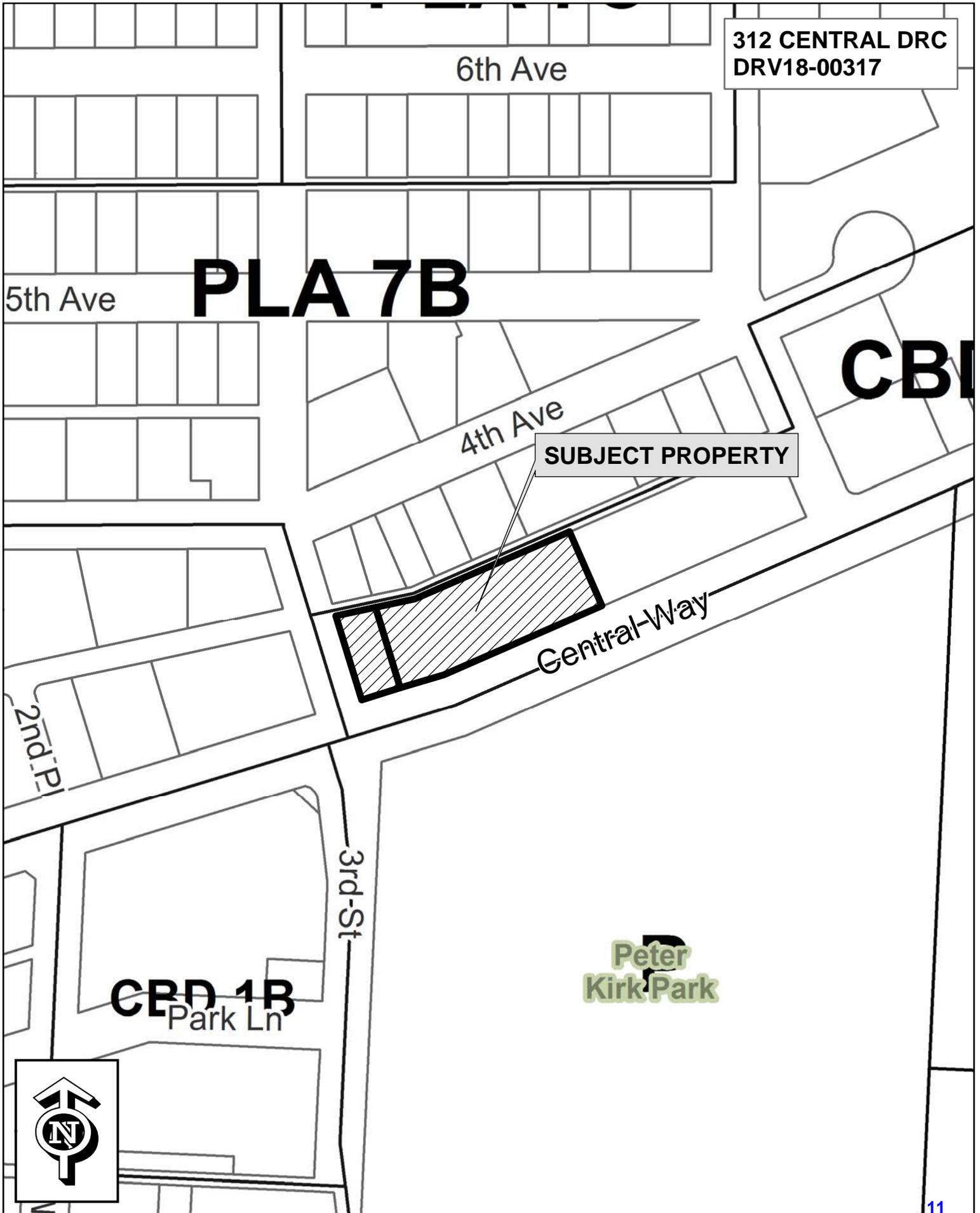
*See adopted Design Guidelines for Pedestrian-Oriented Business Districts for complete text and explanations.*

#### VIII. PUBLIC COMMENT

Prior to the finalization and distribution of this staff memo, no public comments were received.

#### IX. ATTACHMENTS

1. Vicinity Map
2. **Applicant's** Plan Submittal
3. Development Standards
4. CBD 7 Use Zone Chart
5. Design Guidelines – Special Considerations for Downtown Kirkland



312 CENTRAL DRC  
DRV18-00317

**PLA 7B**

**CBI**

SUBJECT PROPERTY

**CRD 1B**  
Park Ln

Peter Kirk Park





**312 Central Way**  
Design Response Package  
Date: May 11, 2018  
DRB File #: DRV18-00317



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## Project Information

### Property Address

312 Central Way  
Kirkland, WA 98101

### Project Legal Description

LOTS 35 THROUGH 46, INCLUSIVE, BLOCK 95, KIRKLAND TERRACE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 21 OF PLATS PAGE 42, IN KING COUNTY, WASHINGTON.

**Plat Block: 95**  
**Plat Lot: 35 THRU 46**

**Tax Parcel Number: 390010-1330**

### Kirkland Permit Number

PRE17-00719

### Owner

Henbart LLC

### Development Manager

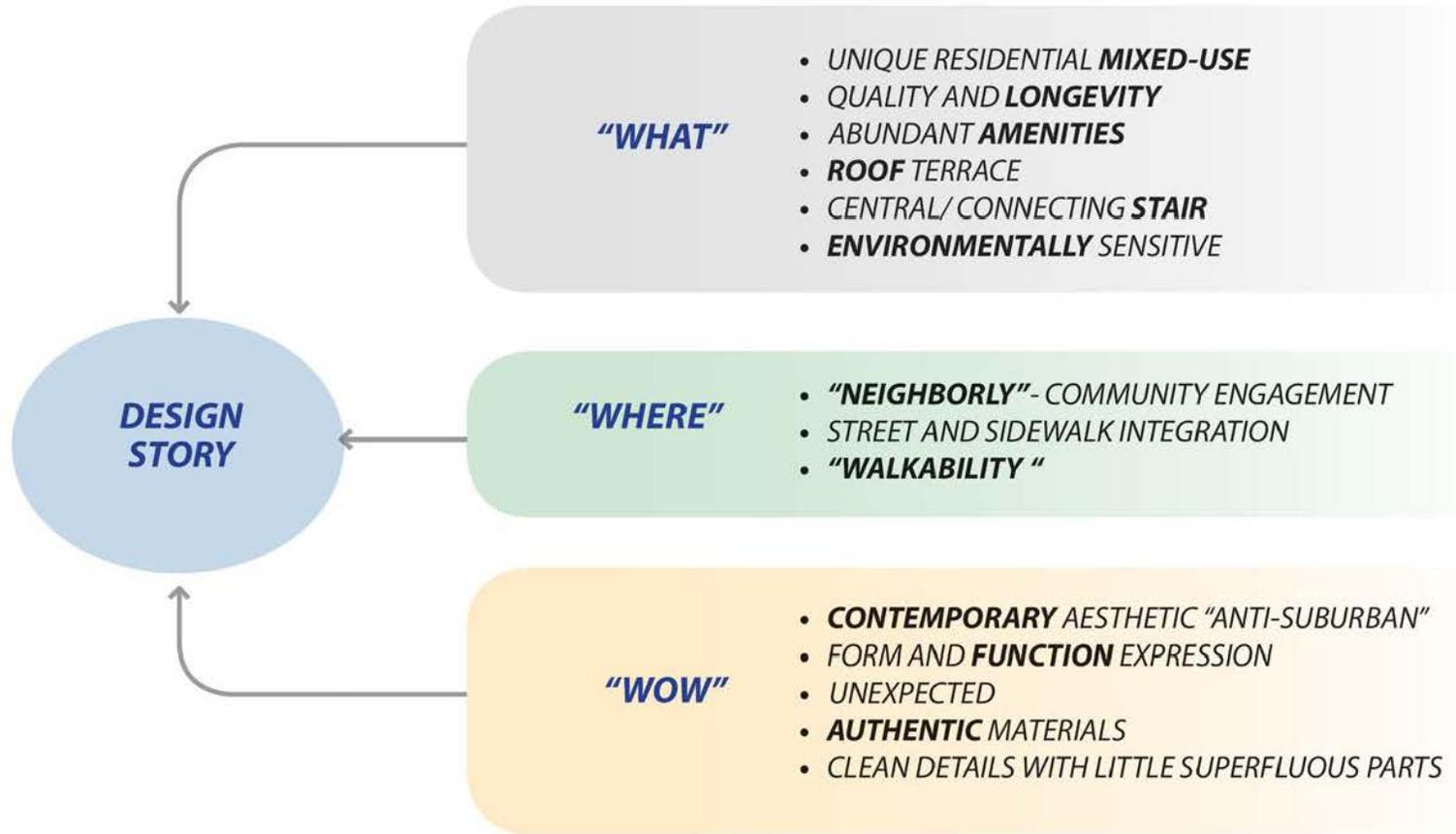
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### Architect

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# PROJECT STORY



**“WHAT”**

- **UNIQUE RESIDENTIAL MIXED-USE**
- **QUALITY AND LONGEVITY**
- **ABUNDANT AMENITIES**
- **ROOF TERRACE**
- **CENTRAL/ CONNECTING STAIR**
- **ENVIRONMENTALLY SENSITIVE**

*Diverse and environmentally sensitive mixed-use project integrated into the neighborhood and community.*



**"WHERE"**

- **"NEIGHBORLY"**- COMMUNITY ENGAGEMENT
- STREET AND SIDEWALK **INTEGRATION**
- **"WALKABILITY "**
- **"MISSING TEETH"**

*A corner lot, with ground level activity enhancing the "walkability" along 3rd Street and Central Way.*



**"WOW"**

- **HUB-** PROJECT SUPPORT AMENITIES
- **CONTEMPORARY** AESTHETIC "ANTI-SUBURBAN"
- FORM AND **FUNCTION** EXPRESSION
- UNEXPECTED
- **AUTHENTIC** MATERIALS
- CLEAN DETAILS WITH LITTLE SUPERFLUOUS PARTS

*A centralized HUB, connecting the ground level activity of the sidewalk up, through and to the roof.*



**Massing and Zoning | Preferred (Option 3)**

*Previously Presented at EDG*

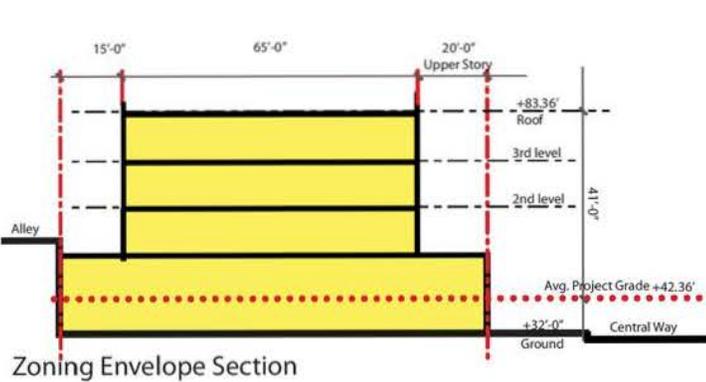
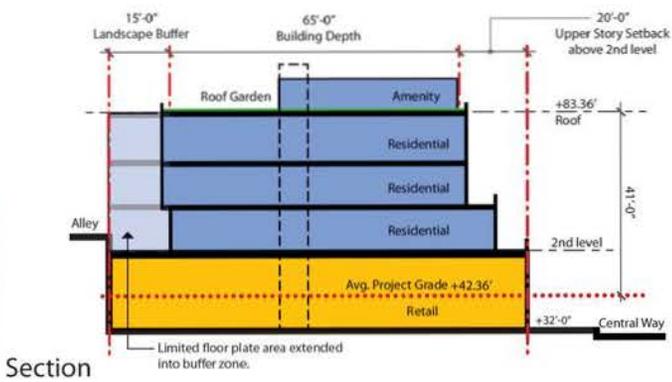
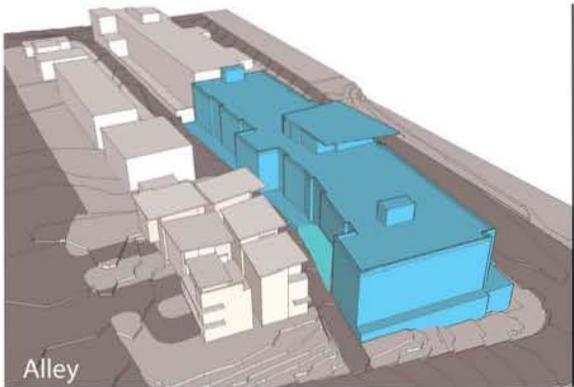
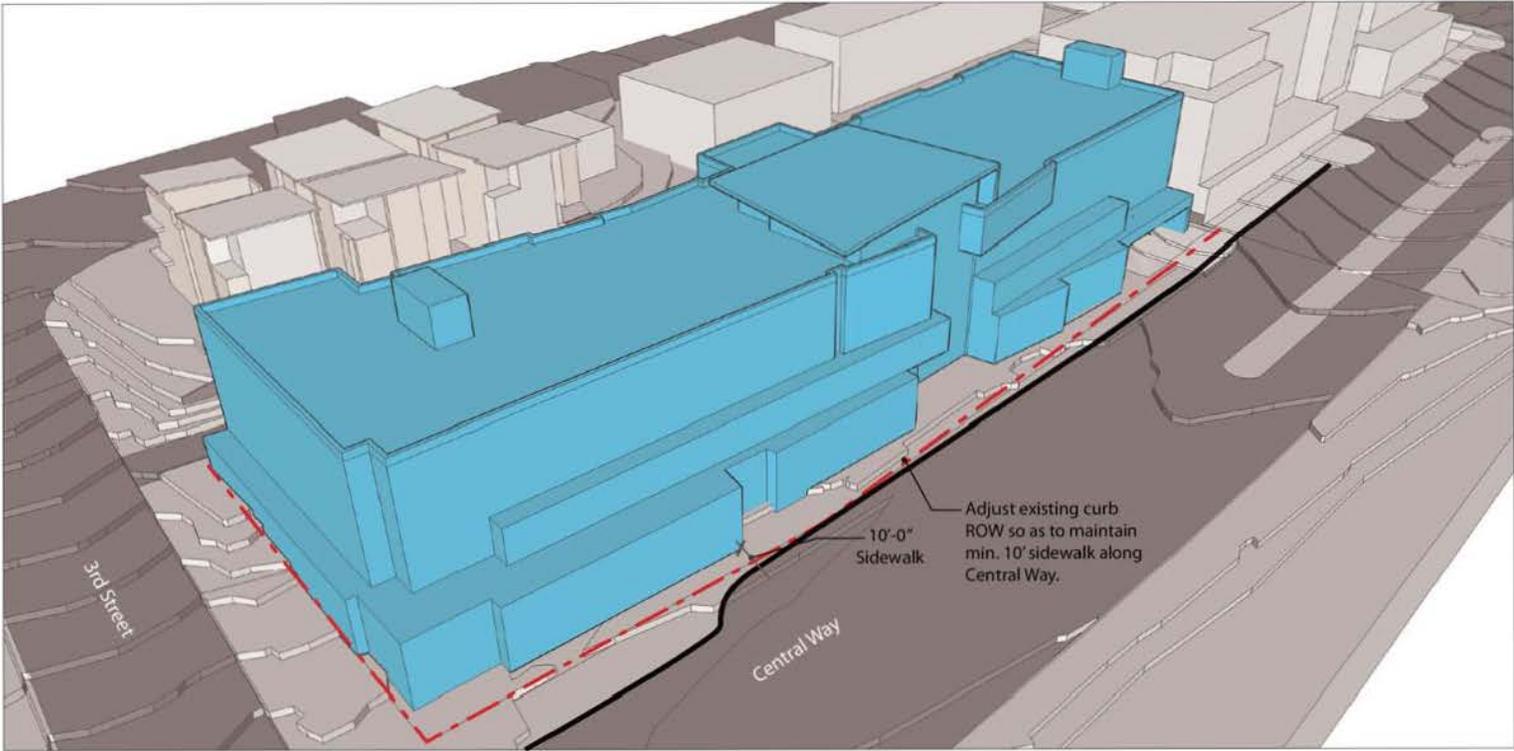
**Massing Narrative**

**Opportunities:**

- Alley facade modulated for interest
- Large amenity connection with green roof
- Architectural interest added with ground level modulation
- Strong central element providing visual as well as internal connection from ground floor lobby to roof garden
- Consolidated loading within project footprint
- Loading dock and parking entry located at mid block
- Consolidation of existing curb cuts to 1
- 3 steps of massing along Central Way

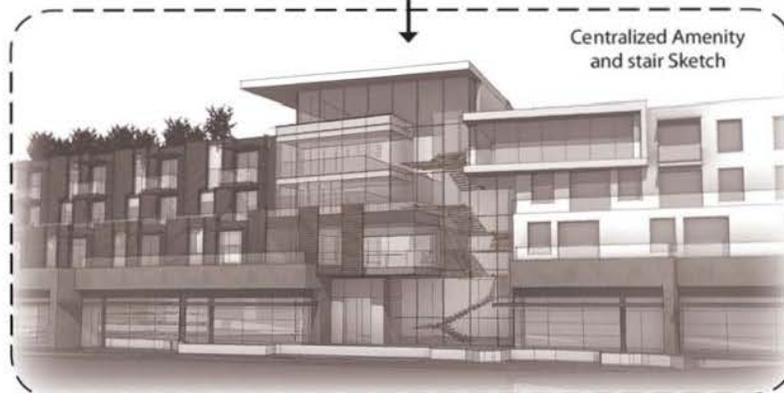
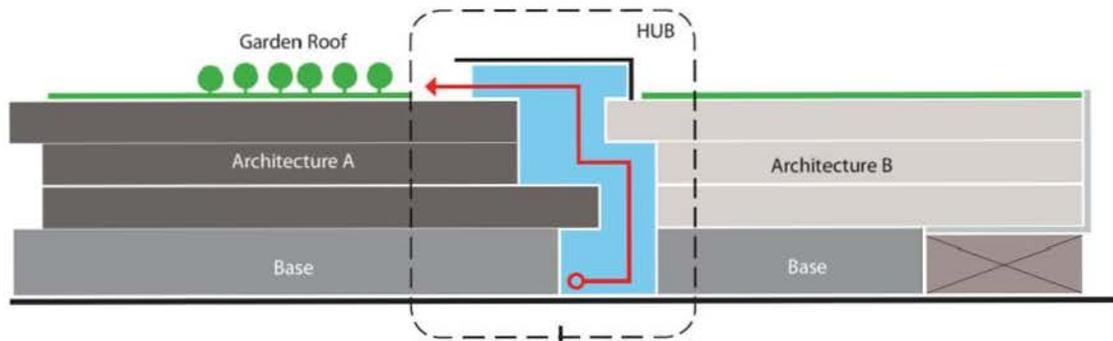
**Constraints**

- Requires departures for upper level setbacks and alley landscape buffer
- Compromised views for some surrounding properties



## Architectural Concept | Diagram and Sketches

*Previously Presented at EDG*

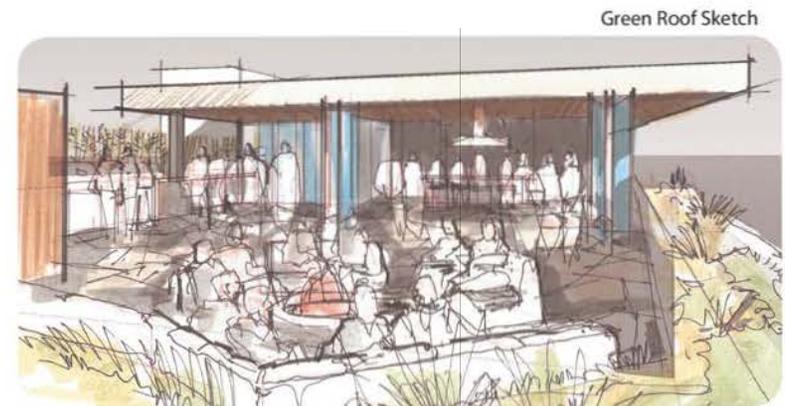


### Design Narrative

312 Central Way derives its architectural concept from a mixed-use mind set by providing expanded amenity options. These options are centralized for the residents use within the interstitial space between 2 architectural typologies. The amenities are partner to a transparent communicating stair which provides animation to the facade as residents ascend and descend. The stair ultimately finishes at the top of building connecting to an amenity space adjacent to a green roof.

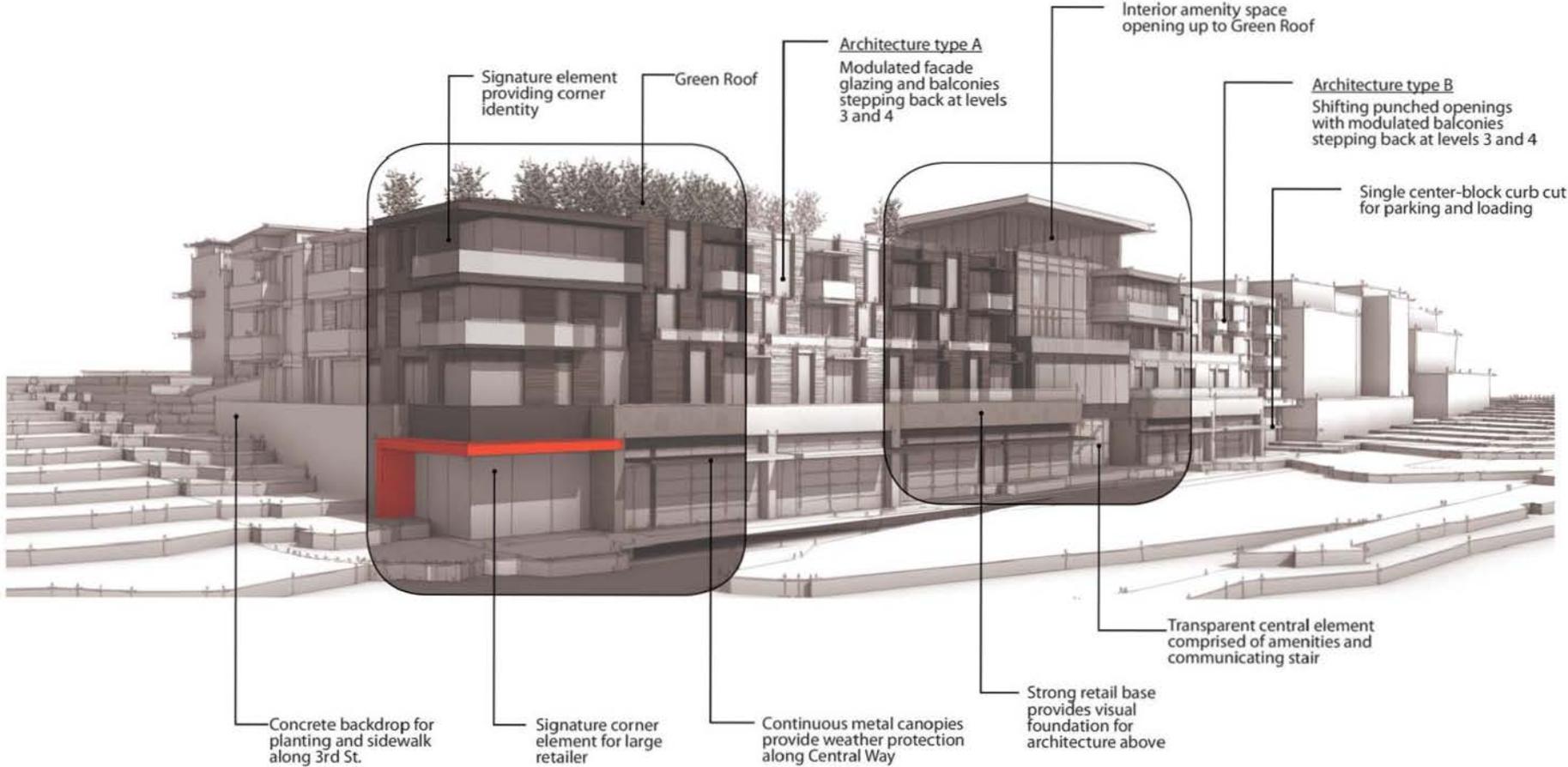
### Design Attributes

- AUTHENTIC MATERIALS
- CONTEMPORARY AESTHETIC
- TECHNOLOGICALLY INTEGRATED
- UNEXPECTED FORMS
- FORM AND FUNCTION EXPRESSION
- NEIGHBORLY-COMMUNITY ENGAGEMENT
- STREET AND SIDEWALK INTEGRATION



**Architectural Concept | Diagram**

*Previously Presented at EDG*



## Vicinity Map and Design Objectives

*Previously Presented at EDG*

### Project Goals

The goal of 312 Central is to create a unique and distinctive downtown Kirkland living environment, convenient to the library, Peter Kirk Park, the Kirkland Performance Center and many other amenities that the downtown area has to offer. The project will include street-level retail and pedestrian-oriented elements along the length of its Central Way facade, and be focused around a central core element highlighting the building's vertical circulation and pocket amenity spaces for the building's residents.

### Development Goals

The proposed site is **31,716** sf and is currently developed with a 3,200 s.f. fast-food restaurant along with a paved parking lot. The property is situated at the northeast corner of the intersection of Central Way and 3rd Street, across from Peter Kirk Park and the Kirkland Transit Center.

The design proposal is for a mixed-use residential retail building, with three floors of Type V construction over 1 floor of Type 1 concrete construction at street level. The concrete portion of the building will include street level retail and 2+ levels of underground parking.

There will be approximately 72 dwelling units (actual count to be determined based on the unit sizes) of rental apartment units with a mix of studio/ open 1-bedrooms, 1-bedrooms, and 2-bedrooms, including barrier free units. Residential amenities will be dispersed throughout the upper floors and will include such things as bike storage, study areas, meeting rooms, a fitness center and a roof-top patio and garden area.

The ground floor retail will consist of approximately **17,000** s.f. of leasable area and will be accommodated with an interior loading zone. The retail will include one anchor tenant and one or two smaller tenants. The larger tenant will potentially be a drug store of approximately 12,000 s.f.

The overall project will consist of about **185,000** gross square feet. The project will incorporate sustainable strategies comparable to LEED Platinum.



-  Bus Stop
-  Dedicated Bicycle Lanes
-  Bike-Friendly Roads
-  Future Bicycle Lanes
-  Future Greenway



## Conceptual Design Conference Comments & Response



GRAPHITE



HENBART LLC

312 Central Way | Design Response Application | May 11, 2018 | Project # DRV18-00317

**NEIGHBORHOOD IMPACT:**

---

**SOLAR STUDIES:**

Provide solar studies to illustrate shadow impact of adjacent properties.

**GROUND PLANE AND LANDSCAPE:**

---

**3rd STREET GROUND LEVEL RETAIL FACADE:**

Address the treatment of 3rd Street "Blank Wall" at ground level.  
Suggest glazing, landscaping, or other like solutions.

**PEDESTRIAN PLAZAS:**

Provide detail design solutions for pedestrian plazas at entry and corner.

**GARAGE ENTRY:**

Explore options for driveway design. Ensure width is not too long for pedestrians. Look at breaking up width to provide refuge.

**BUILDING DESIGN:**

---

**BUILDING MODULATION:**

Increase modulation on both the alley and Central Way facades.

**ROOF LINES:**

Increase the variety of roof lines and element.

**BUILDING CORNERS:**

Include design elements to activate building corners.

**SETBACK ENCROACHMENT:**

Communicate how design supports encroachment by providing superior design and extra city benefit.

**ZONING:**

---

**ZONING VOLUME DIAGRAM:**

- Provide graphics and data quantifying area encroaching into zoning setbacks as referenced in **KZC sec 142.37.4.**

**ADDITIONAL COMMENTS/REQUESTS:**

---

**WORK WITH CITY PLANNING STAFF:**

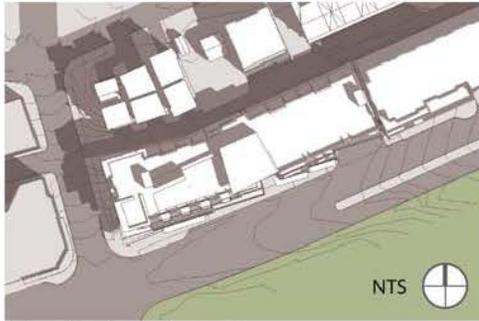
Work with staff to address allowed rooftop amenities.

**WORK WITH DEVELOPER AND PROPERTY OWNERS:**

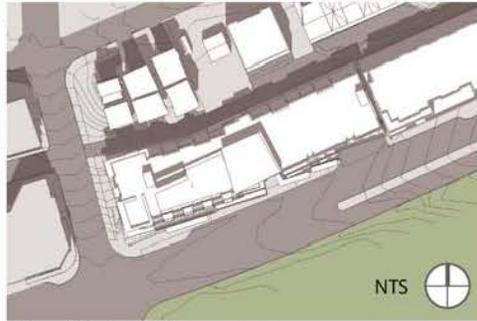
Work with developer/home owners on consensus building for alley landscape buffer modifications.

**RENDERINGS: WITH DEVELOPER AND PROPERTY OWNERS:**

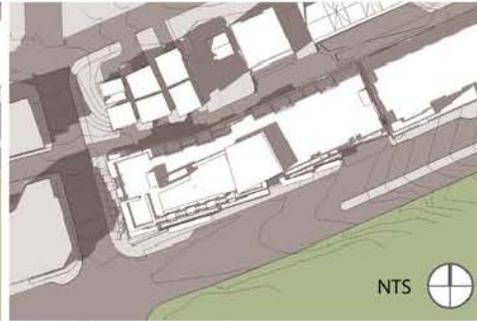
Provide renderings from around the site.



Fall and Spring Equinox at 9am



Fall and Spring Equinox at noon

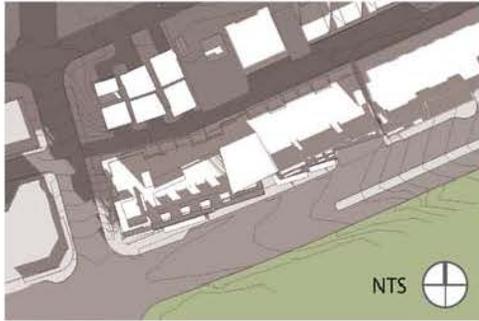


Fall and Spring Equinox at 3pm

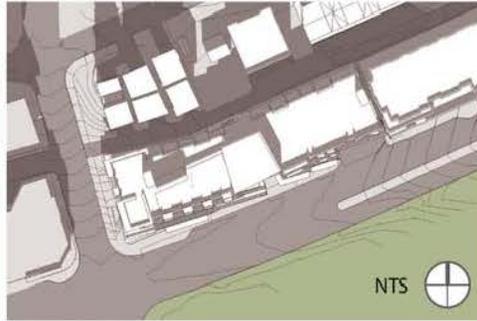
**SOLAR STUDIES**

**CDC - Review Board Comments:**

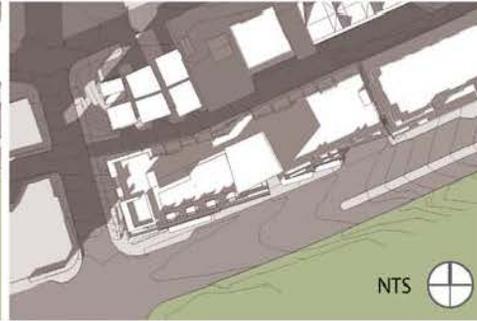
Provide solar studies to illustrate shadow impact on adjacent properties.



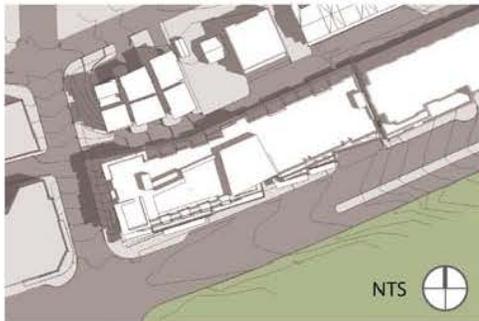
Winter Solstice at 9am



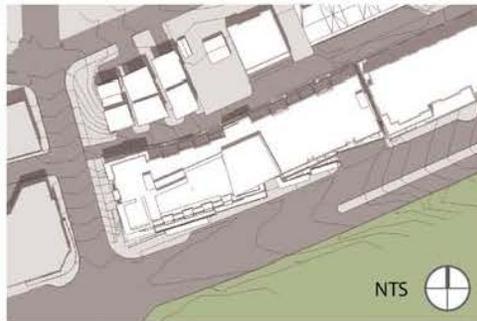
Winter Solstice at noon



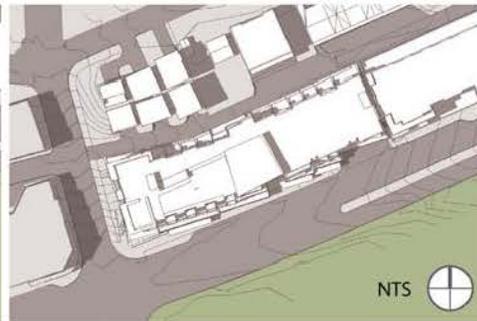
Winter Solstice at 3pm



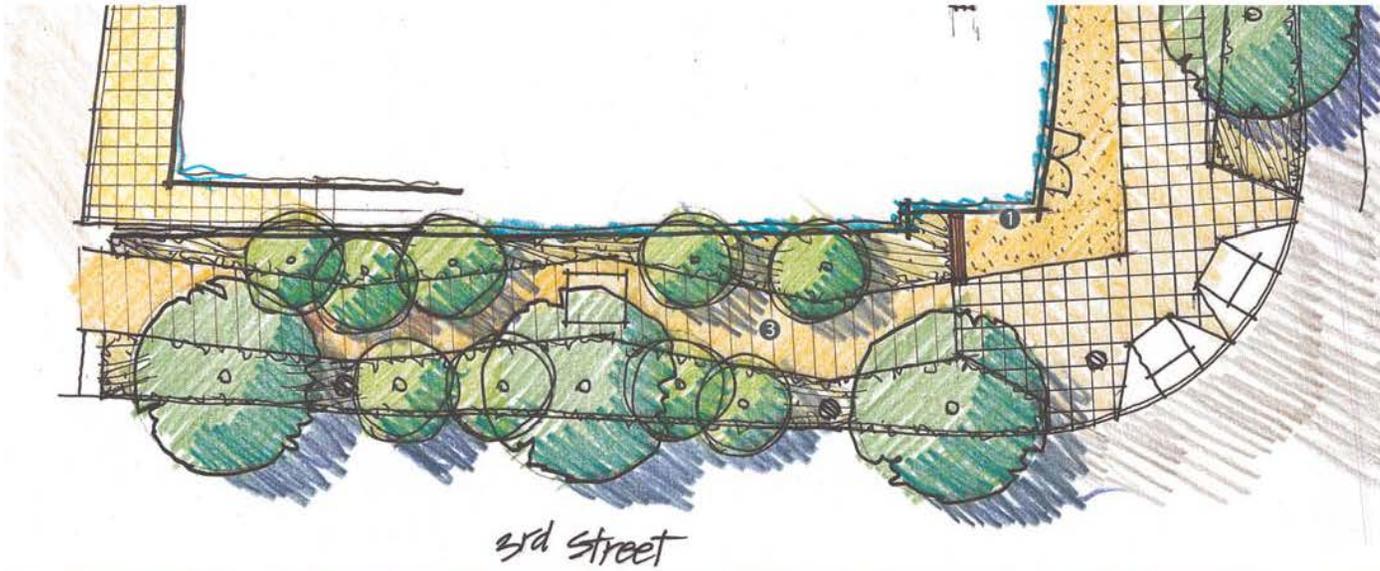
Summer Solstice at 9am



Summer Solstice at noon



Summer Solstice at 3pm



**3rd STREET GROUND LEVEL RETAIL FACADE**

**CDC - Review Board Comments:**

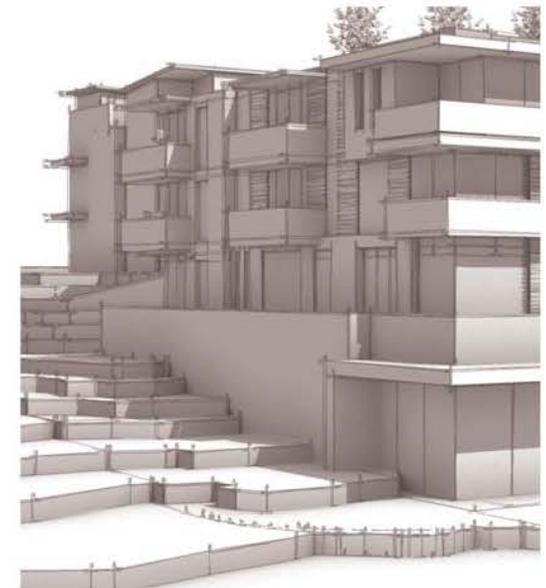
Address the treatment of 3rd Street "Blank Wall" at Ground Level. Suggest Glazing, landscaping, or other like solutions.

**Applicant Design Response:**

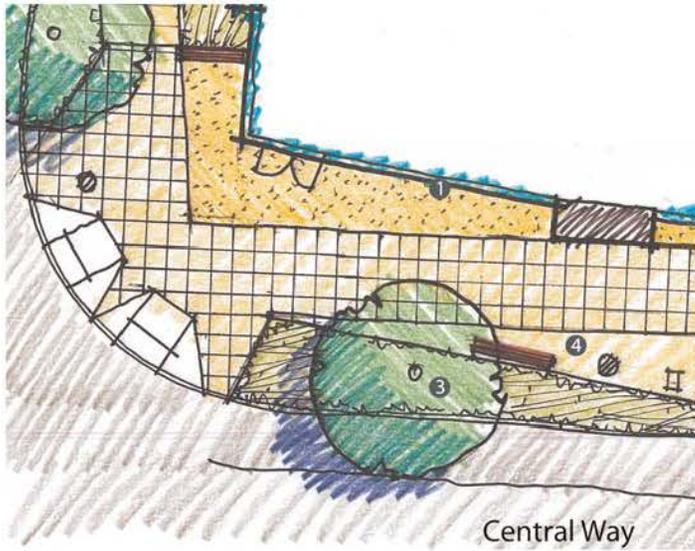
- ① Retail glazing wrapping around corner
- ② Extensive "Green Wall" along 3rd street
- ③ Meandering sidewalk with flanking landscaping (see Landscape section)
- ④ Transom windows into retail space
- ⑤ Corner Plaza with corner retail entry
- ⑥ Modulated residential facade



Design Response



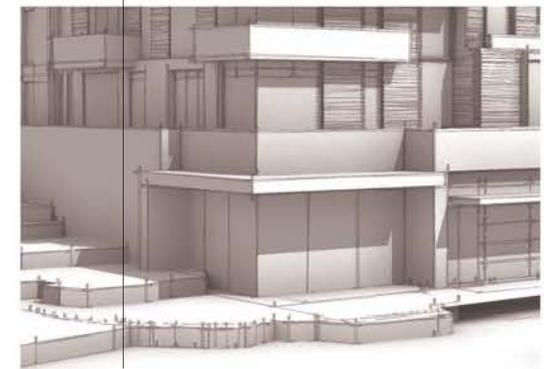
CDC Design



**CORNER PLAZA**

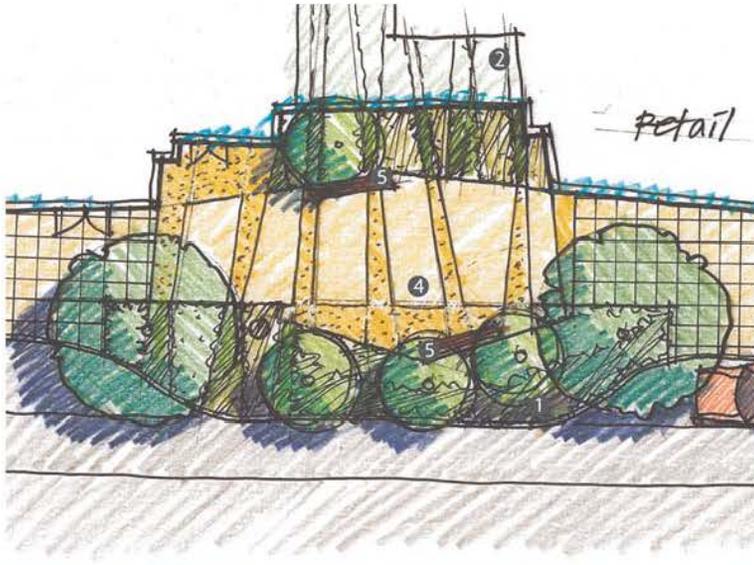
**CDC - Review Board Comments:**  
Provide detail design solutions for pedestrian plazas at entry and corner.

- Applicant Design Response:**
- ① Corner glazing set back for corner plaza
  - ② Signature architectural overhang at corner
  - ③ Landscape buffer at street edge (see Landscape section)
  - ④ Pedestrian seating within landscape buffer
  - ⑤ Existing traffic signal command box. Project proposing to move.



Design Response

CDC Design



**ENTRY PLAZA**

**CDC - Review Board Comments:**

Provide detail design solutions for pedestrian plazas at entry and corner.

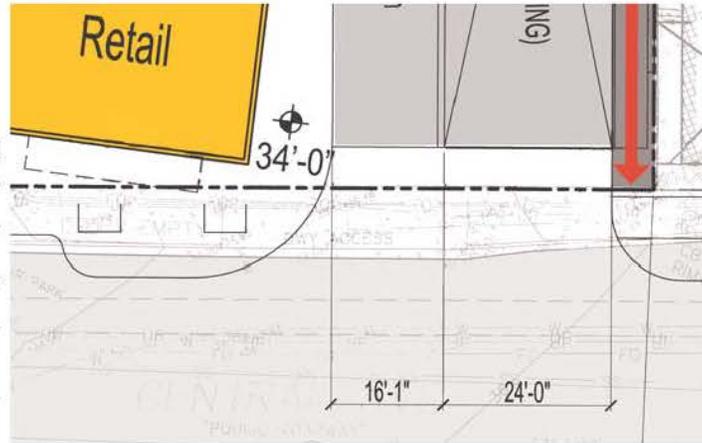
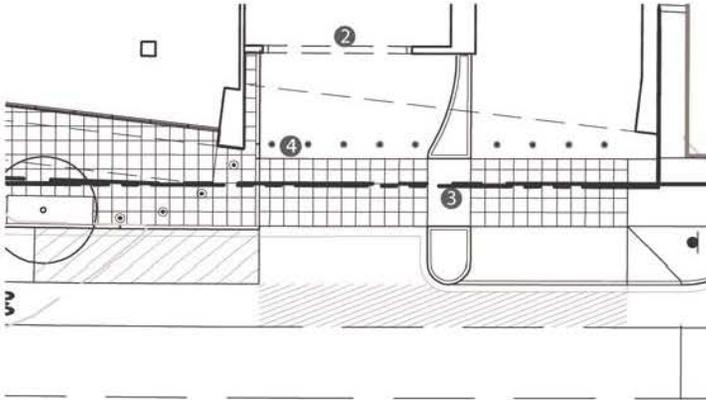
**Applicant Design Response:**

- ① Landscape buffer bulbed into street
- ② Landscape extended into lobby
- ③ Signature entry overhang
- ④ Identify entry plaza with change of hardscape
- ⑤ Pedestrian seating
- ⑥ Transparent facades at corners and central hub



Design Response

CDC Design



Design Response

CDC Design

**GARAGE ENTRY**

**CDC - Review Board Comments:**

Explore options for driveway design. Ensure width is not too long for pedestrians. Look at breaking up width to provide refuge.

**Applicant Design Response:**

- ① Vehicle egress stop bar (from parking garage) inset from back of sidewalk and centrally located in opening to maximize driver's sight triangle for potential pedestrian conflicts.
- ② Truck access is secured by a recessed gate/screen to provide a visual barrier for both aesthetic and vehicle conflict issues, while allowing area ventilation and design interest.
- ③ Area of Refuge incorporated at midpoint between vehicle access points will include accent paving consistent with proposed sidewalk design.
- ④ Visual traffic and pedestrian control (that include both signage and recessed slab lighting) to provide maximum notification of vehicles exiting the project.
- ⑤ Detectable warning strips incorporated along sidewalk edges to further define the pedestrian pathway in this area.



**BUILDING MODULATION**

**CDC - Review Board Comments:**

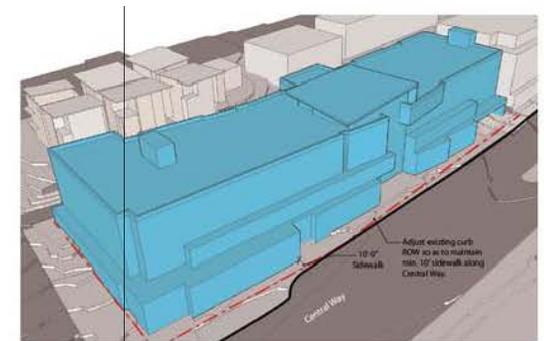
Increase modulation on both the alley and Central Way facades.

**Applicant Design Response:**

- ① ② Two distinct architectural facade typologies
- ③ ④ Two distinct vertical modulation solutions for East and West sides of "Central Hub"
- ⑤ Horizontal modulation at 2nd and 3rd levels
- ⑥ Modulated and angled facades at ground level retail
- ⑦ Signature roof element at central hub



Design Response



CDC Design

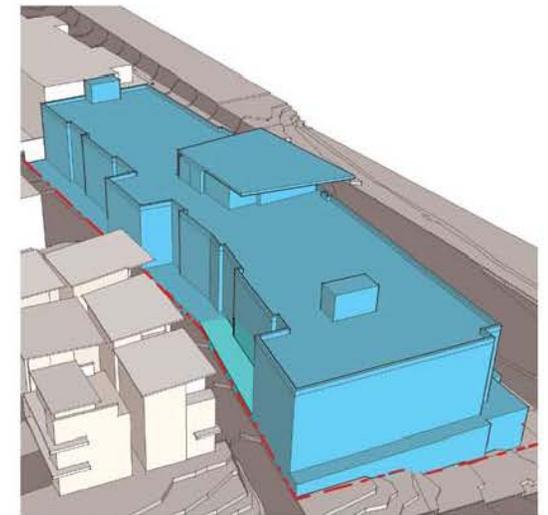
**BUILDING MODULATION**

**CDC - Review Board Comments:**

Increase modulation on both the alley and Central Way facades.

**Applicant Design Response:**

- ① ② Two distinct architectural facade typologies
- ③ ④ Two distinct vertical modulation solutions for East and West sides of "Central Hub"
- ⑤ Horizontal modulation at 2nd and 3rd levels
- ⑥ Modulated and angled facades at ground level retail
- ⑦ Signature roof element at central hub



Design Response

CDC Design



Design Response

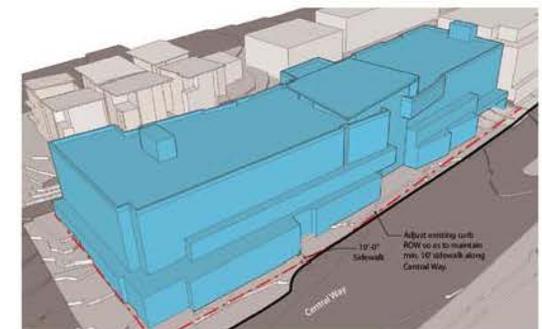
**BUILDING ROOF LINES**

**CDC - Review Board Comments:**

Increase the variety of roof lines and element.

**Applicant Design Response:**

- ① Two+ foot vertical variation for vertically modulated elements.
- ② Enhanced facade variations through change of material color.
- ③ Signature rooftop expression at "central hub."
- ④ Further break-down of overall roof parapets with highlighted architectural elements.



CDC Design

**BUILDING CORNERS**

**CDC - Review Board Comments:**

Include design elements to activate building corners.

**Applicant Design Response:**

- ① Add both horizontal and vertical modulation at corners.
- ② Special architectural moments at corner.
- ③ Wrap glazing around corners at all levels to help diminish overall massing impact.



Central Way and 3rd Street Corner



Alley and 3rd Street Corner



Design Response

CDC Design

**Applicant Design Response:**

The overall design approach is to create a multi-sided pedestrian friendly project through extensive ground level setbacks, pedestrian plazas, building modulations, adjacent property view concerns and enhanced landscape both at ground level and roof. The collection of these design choices have led to an overall project that goes way beyond the expected urban and neighborhood contextual response. The next two pages will summarize those responses.



Design Response

**SETBACK ENCROACHMENT**

**CDC - Review Board Comments:**

Communicate how design supports encroachment by providing superior design and extra city benefit.

**Applicant Design Response:**

- ① Two distinct architectural facade typologies
- ② Two distinct vertical modulation solutions for East and West sides of "Central Hub"
- ③ Horizontal modulation at 2nd and 3rd levels
- ④ Modulated and angled facades at ground level retail
- ⑤ Transparent "Central Hub" with flanking support amenity and connecting stair
- ⑥ Landscape buffer at street edge
- ⑦ Ground level walk out patios with terraced green
- ⑧ Enhanced Green Roof



CDC Design

**SETBACK ENCROACHMENT (continued)**

**CDC - Review Board Comments:**

Communicate how design supports encroachment by providing superior design and extra city benefit.

**Applicant Design Response:**

- ① Corner glazing set back for corner plaza
- ② Signature architectural overhang at corner
- ③ Landscape buffer at street edge
- ④ Pedestrian seating within landscape buffer
- ⑤ Horizontal and vertical modulation at corners
- ⑥ Special architectural moments at corner
- ⑦ Wrap glazing around corners at all levels to help diminish overall massing impact.
- ⑧ Retail glazing wrapping around corner
- ⑨ Extensive "Green Wall" along 3rd street
- ⑩ Meandering sidewalk with flanking landscaping
- ⑪ Corner Plaza with corner retail entry
- ⑫ Central Plaza at "Central Hub" entry
- ⑬ Modulated residential facade



**Encroachment Calculation**

**3rd & Central Area Totals**

|  |                         |            |
|--|-------------------------|------------|
|  | Within Setback          | 3,136 s.f. |
|  | Outside Setback         | 2,318 s.f. |
|  | Within Property         | 1,837 s.f. |
|  | 0' Ground Level Setback |            |

Design Response

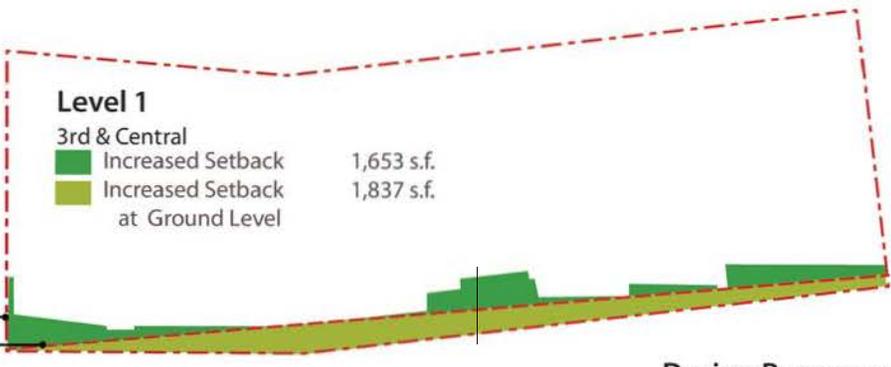
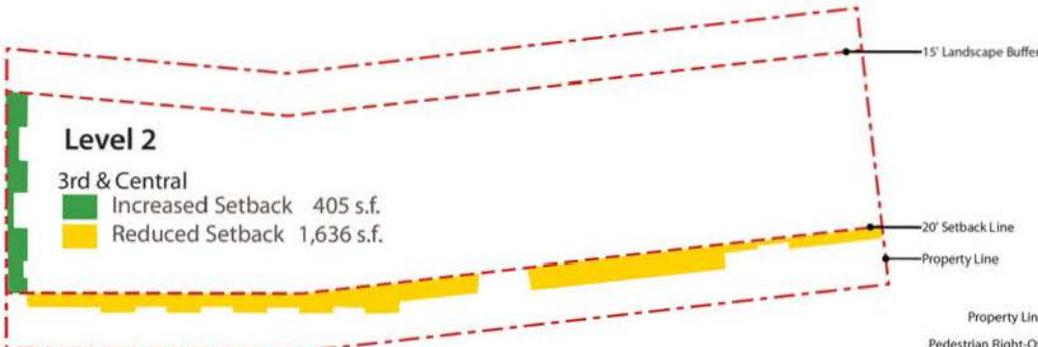
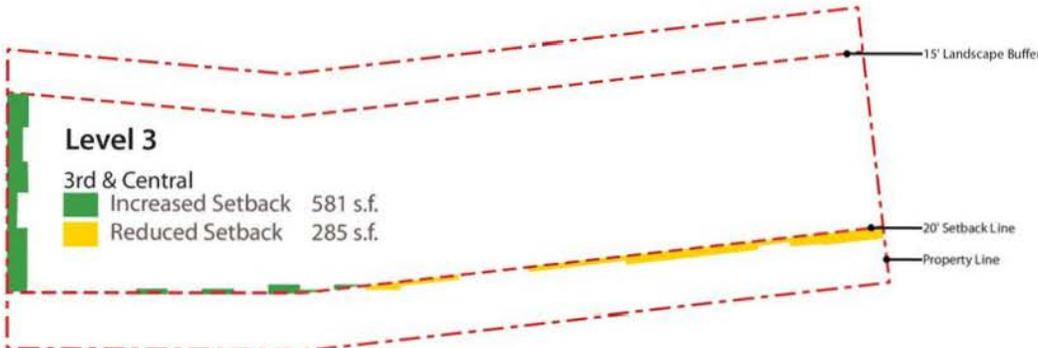
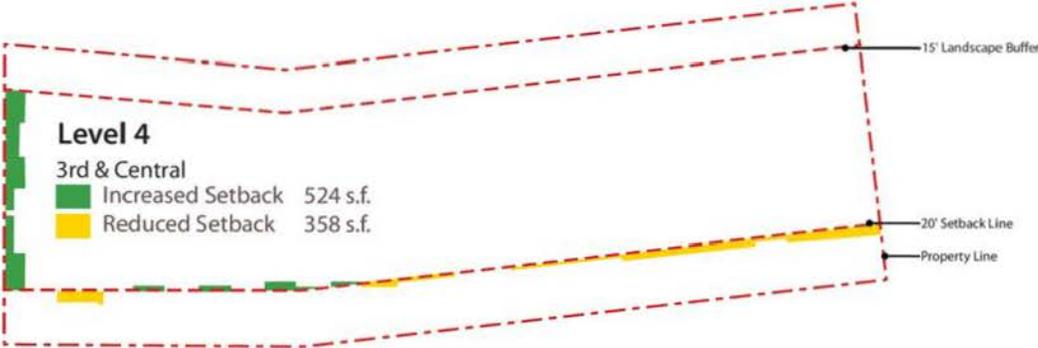
ZONING VOLUME DIAGRAM

**CDC - Review Board Comments:**  
 Provide graphics and data quantifying area encroaching into zoning setbacks as referenced in KZC sec 142.37.4. Include design elements to activate building corners.  
 Communicate how design supports encroachment by providing superior design and extra city benefit.

**3rd & Central Area Totals**

|                                   |            |
|-----------------------------------|------------|
| Increased Setback                 | 3,136 s.f. |
| Reduced Setback                   | 2,279 s.f. |
| Increased Setback at Ground Level | 1,837 s.f. |

Note:  
 Code allows for 0' setback at Ground Level along Central Way and 3rd Street.

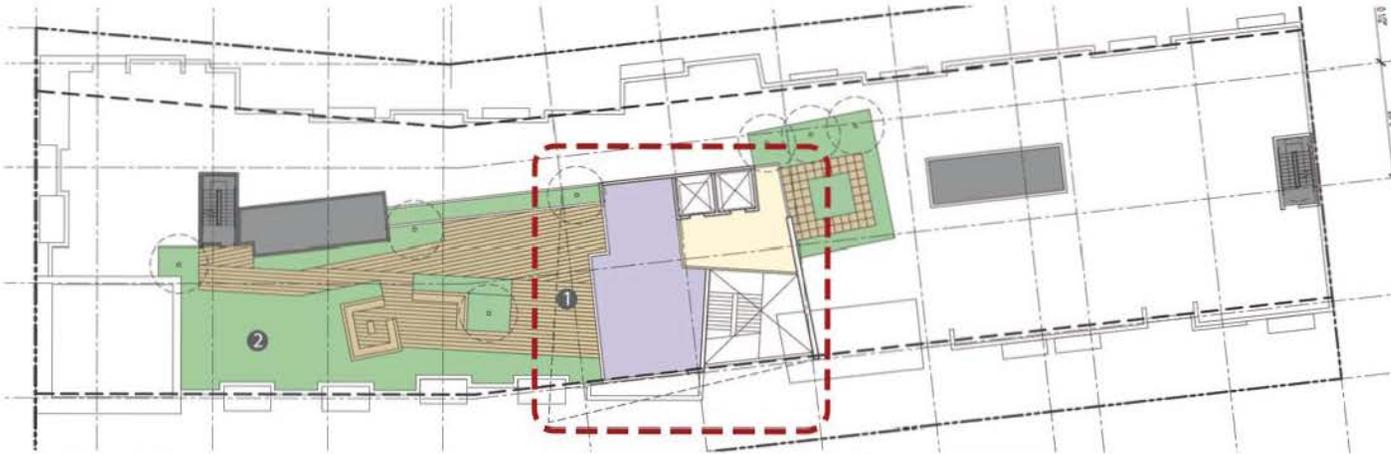


Design Response

**ROOF DESIGN**

**CDC - Review Board Comments:**  
Work with staff to address allowed rooftop amenities.

- Applicant Design Response:**
- ① Atypical and enhanced roof experience. Rooftop supported by adjacent amenity.
  - ② Green roof solution provides better view experience for adjacent properties as well as other properties within viewing range.



**ROOF DESIGN**

**CDC - Review Board Comments:**

Work with staff to address allowed rooftop amenities.

**Applicant Design Response:**

- ① Provides procedural rooftop design that is able to receive review board input while the planning department works through roof amenity amendments to existing zoning code.





GRAPHITE



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GRAPHITE



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GRAPHITE



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# Plans

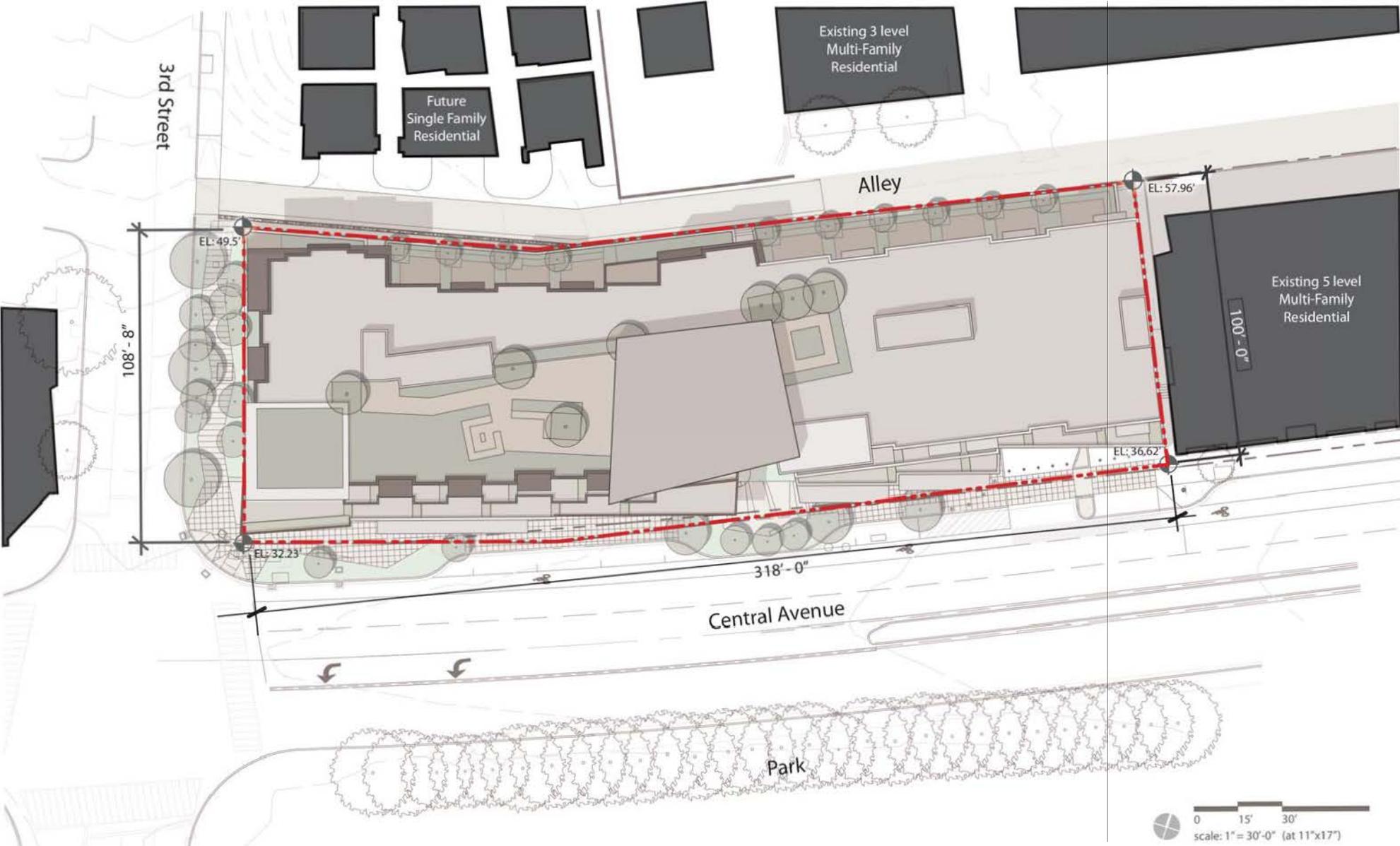


GRAPHITE



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**Level 1 Gross Area**

|                 |        |
|-----------------|--------|
| Retail          | 16,722 |
| Amenity         | 1,084  |
| Circulation     | 2,392  |
| Parking/Service | 8,002  |

**Project Gross Area**

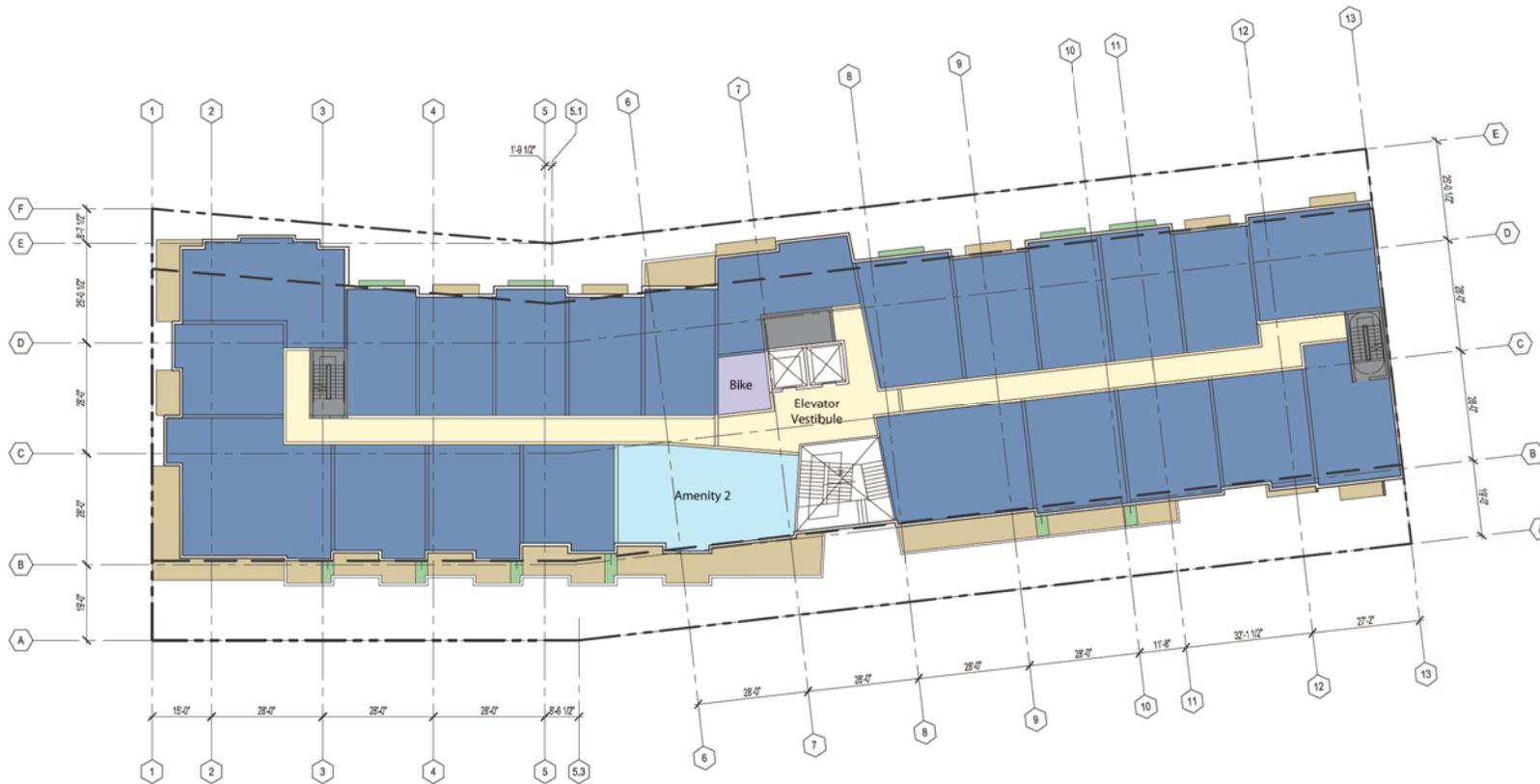
|                 |        |
|-----------------|--------|
| Residential     | 62,637 |
| Retail          | 16,722 |
| Amenity         | 12,044 |
| Circulation     | 8,485  |
| Parking/Service | 97,927 |

0 15' 30'  
scale: 1" = 30'-0" (at 11"x17")

- Residential
- Residential Amenity
- Retail
- Amenity 2
- Circulation
- Parking
- MEP/BOH
- Terrace
- Green Roof

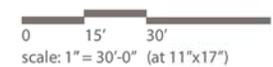






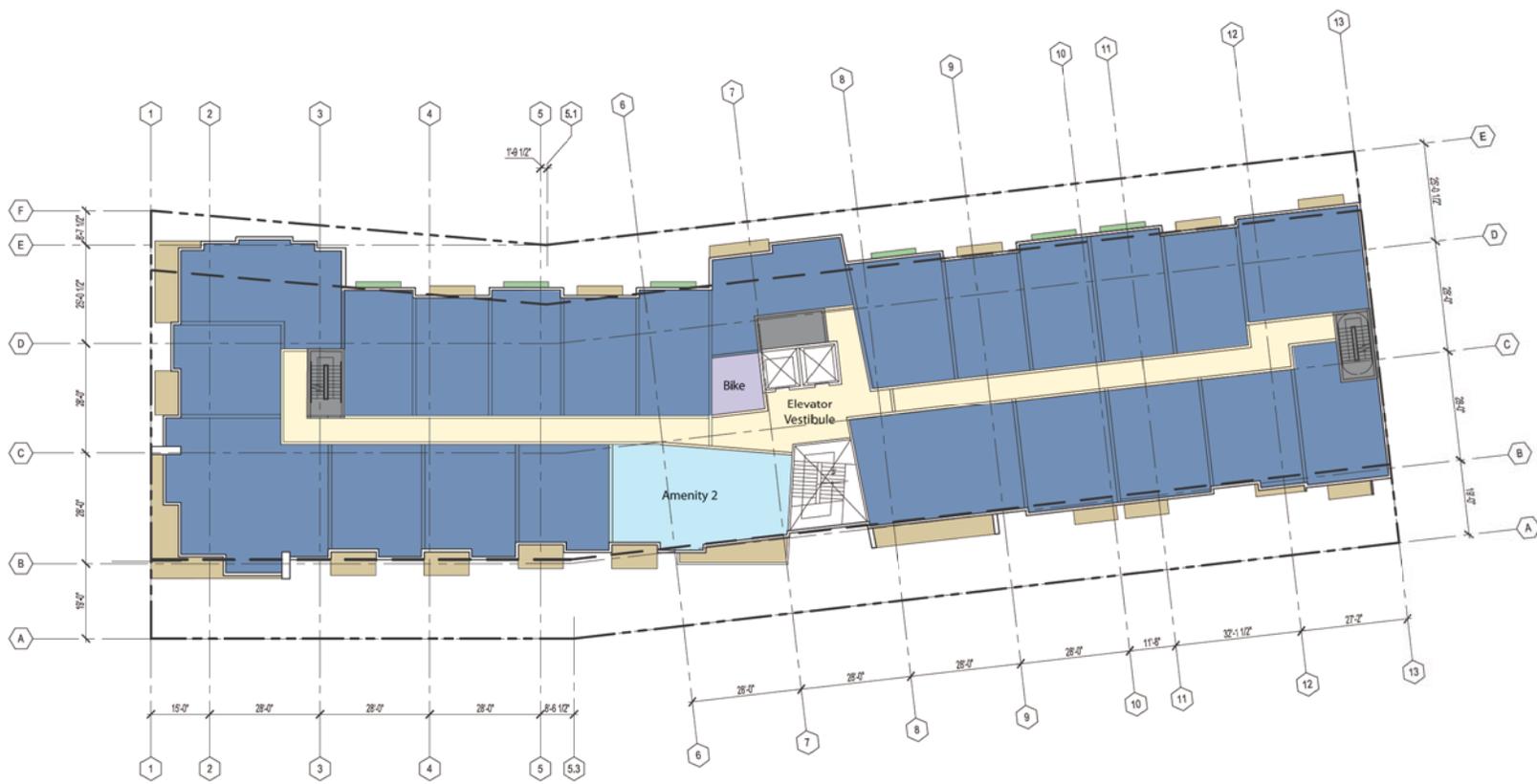
**Level 3 Gross Area**

|             |        |
|-------------|--------|
| Residential | 20,506 |
| Amenity     | 1,813  |
| Circulation | 1,528  |



- Residential
- Residential Amenity
- Retail
- Amenity 2
- Circulation
- Parking
- MEP/BOH
- Terrace
- Green Roof





**Level 4 Gross Area**

|             |        |
|-------------|--------|
| Residential | 19,857 |
| Amenity     | 1,576  |
| Circulation | 1,528  |

0 15' 30'  
scale: 1" = 30'-0" (at 11"x17")

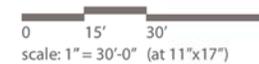
- Residential
- Residential Amenity
- Retail
- Amenity 2
- Circulation
- Parking
- MEP/BOH
- Terrace
- Green Roof





**Roof Gross Area**

|                      |       |
|----------------------|-------|
| Amenity (incl. deck) | 2,771 |
| Circulation          | 1,318 |
| Service              | 590   |



- Residential
- Residential Amenity
- Retail
- Amenity 2
- Circulation
- Parking
- MEP/BOH
- Terrace
- Green Roof



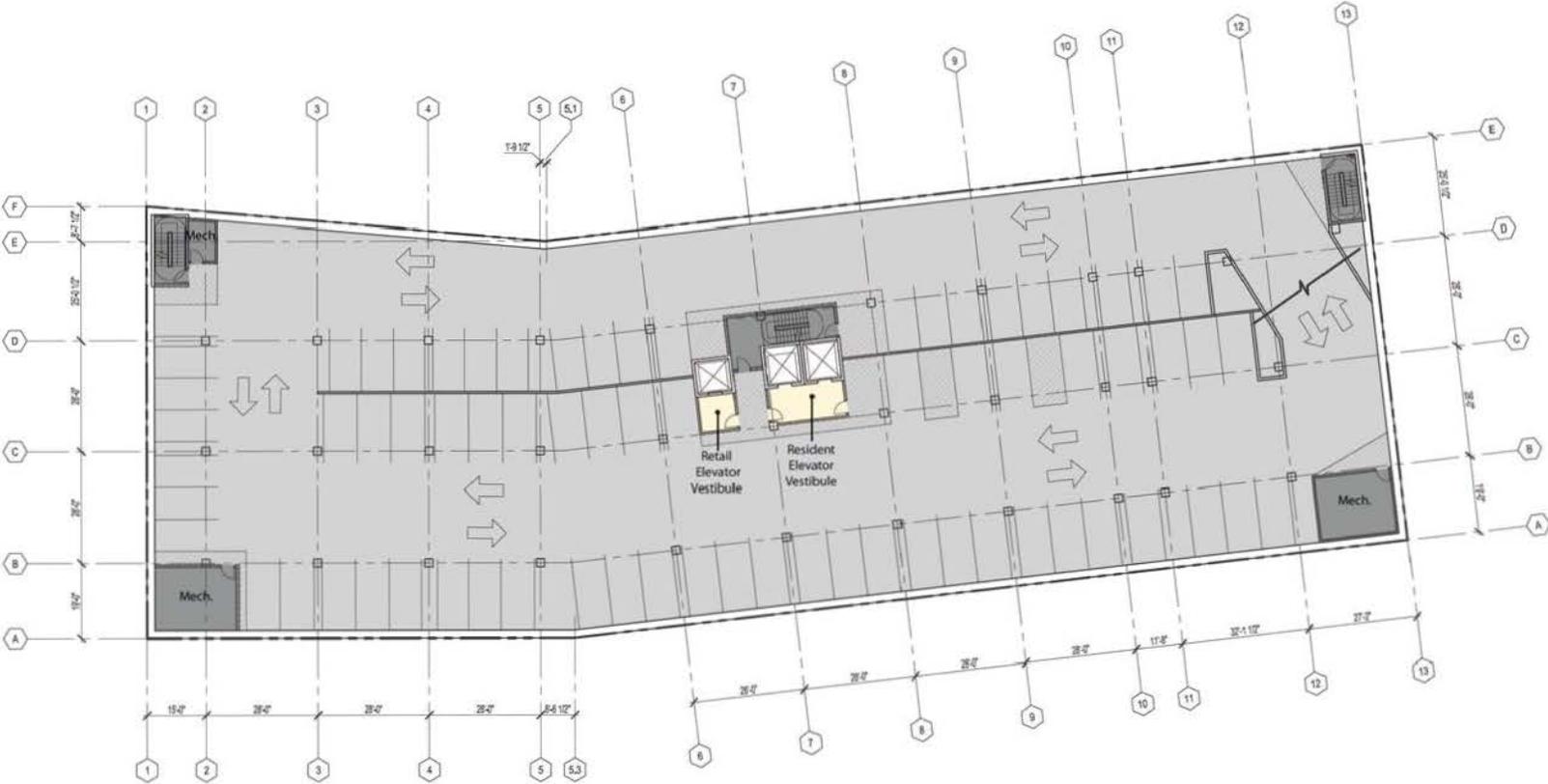


**Roof Gross Area**

|                |       |
|----------------|-------|
| Amenity (deck) | 2,771 |
| Circulation    | 1,318 |
| Service        | 590   |

0 15' 30'  
scale: 1" = 30'-0" (at 11"x17")

- Residential
- Residential Amenity
- Retail
- Amenity 2
- Circulation
- Parking
- MEP/BOH
- Terrace
- Green Roof



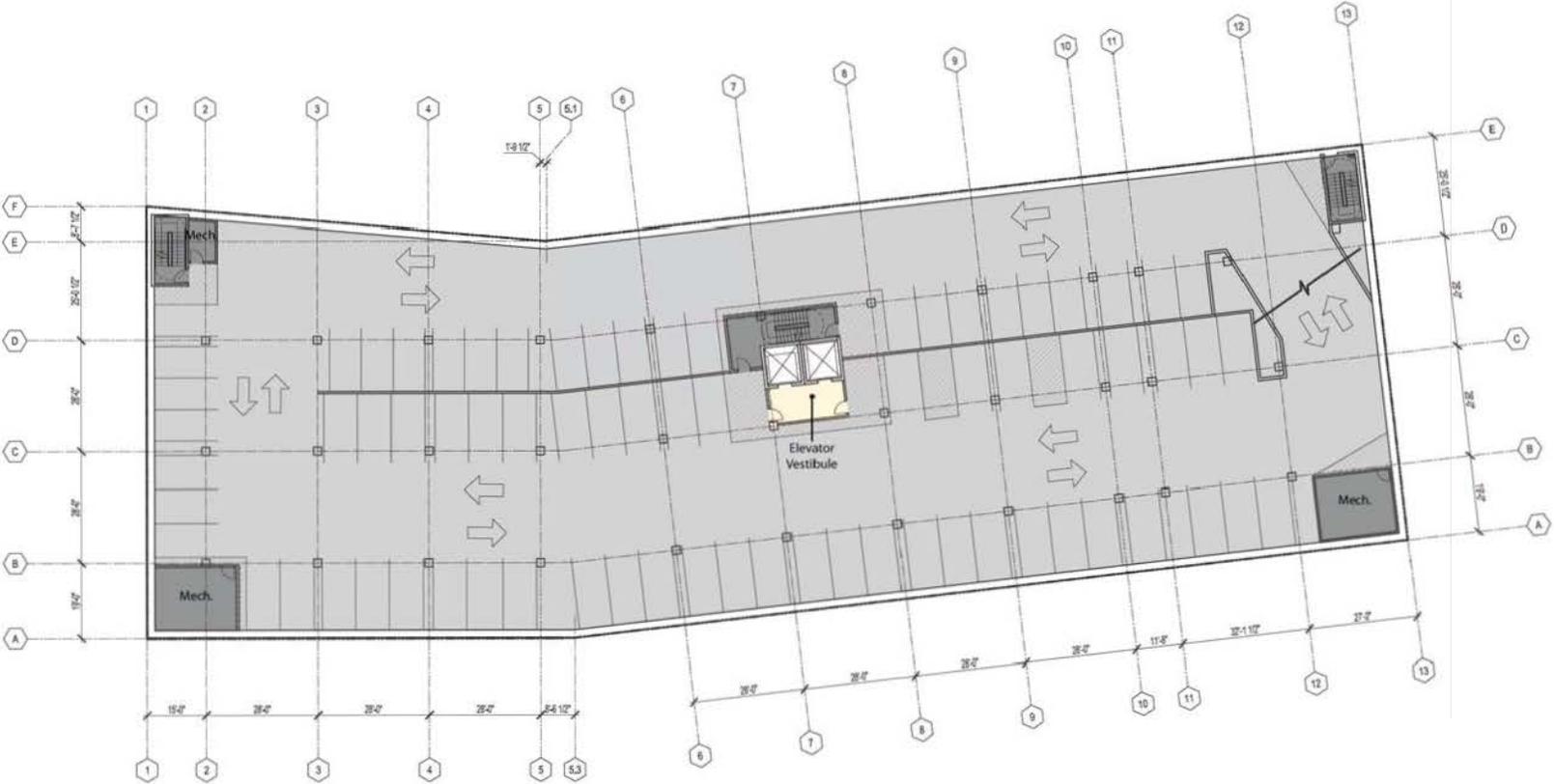
**Level P1 Gross Area**

|                    |        |
|--------------------|--------|
| Circulation        | 600    |
| Parking/Service    | 31,119 |
| Appox. Stall Count | 73     |

0 15' 30'  
scale: 1" = 30'-0" (at 11"x17")

- Residential
- Residential Amenity
- Retail
- Amenity 2
- Circulation
- Parking
- MEP/BOH
- Terrace
- Green Roof





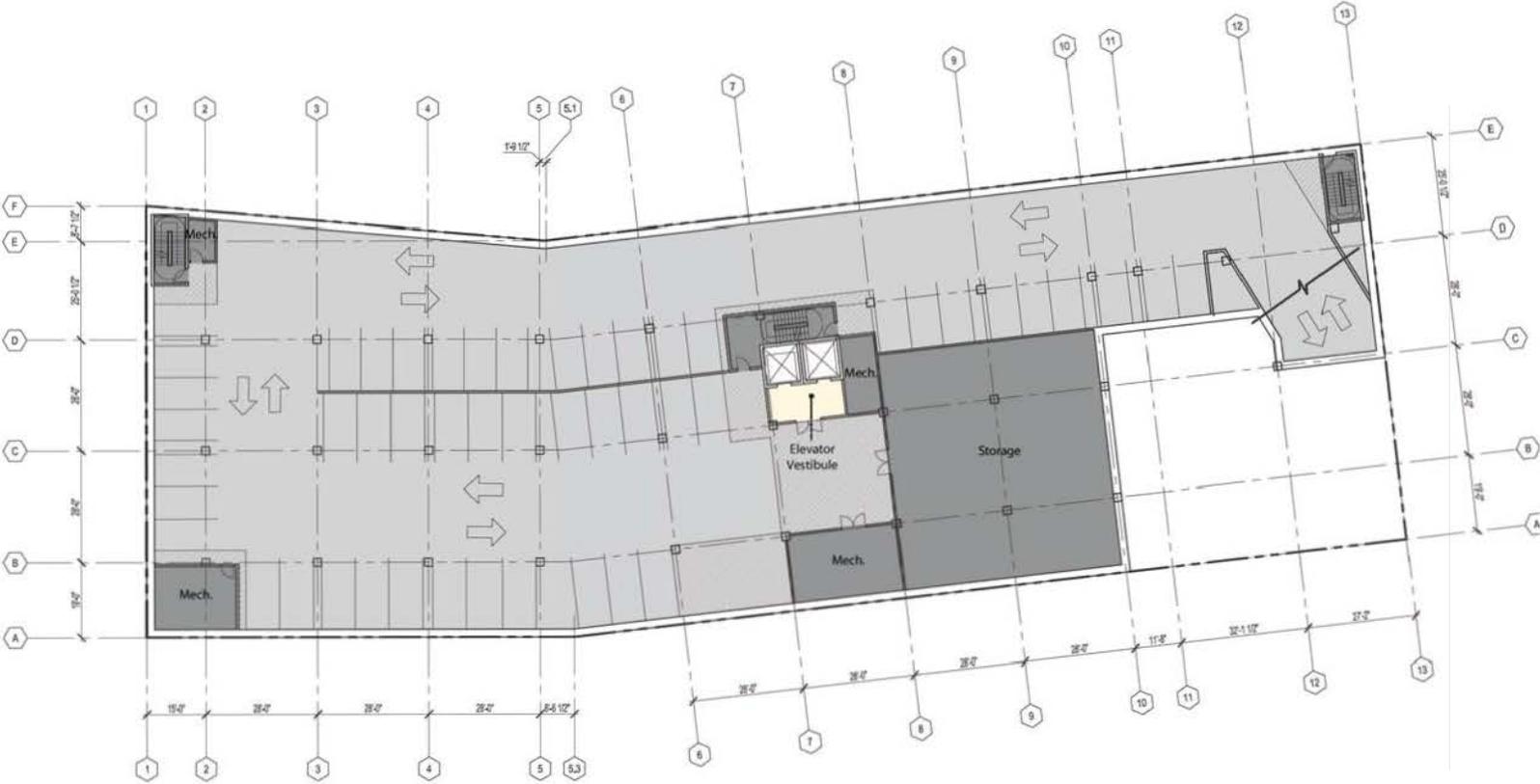
**Level P2 Gross Area**

|                     |        |
|---------------------|--------|
| Circulation         | 410    |
| Parking/Service     | 31,309 |
| Approx. Stall Count | 75     |

0 15' 30'  
scale: 1" = 30'-0" (at 11"x17")

- Residential
- Residential Amenity
- Retail
- Amenity 2
- Circulation
- Parking
- MEP/BOH
- Terrace
- Green Roof





**Level P3 Gross Area**

|                     |        |
|---------------------|--------|
| Circulation         | 410    |
| Parking/Service     | 27,497 |
| Approx. Stall Count | 50     |

0 15' 30'  
scale: 1" = 30'-0" (at 11"x17")

- Residential
- Residential Amenity
- Retail
- Amenity 2
- Circulation
- Parking
- MEP/BOH
- Terrace
- Green Roof



# Elevations and Sections



GRAPHITE



HENBART LLC

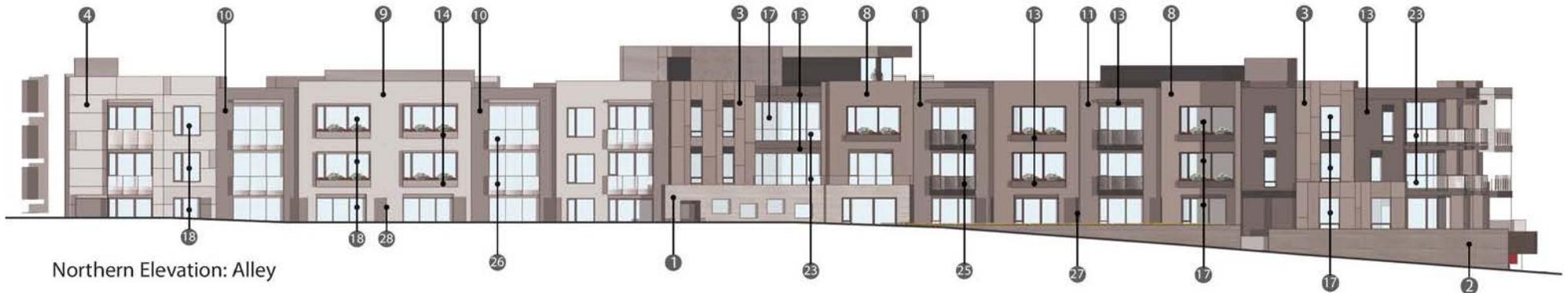
312 Central Way | Design Response Application | May 11, 2018 | Project # DRV18-00317

# Elevations

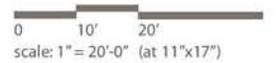
For material key, see page A-45.



Southern Elevation: Central Way

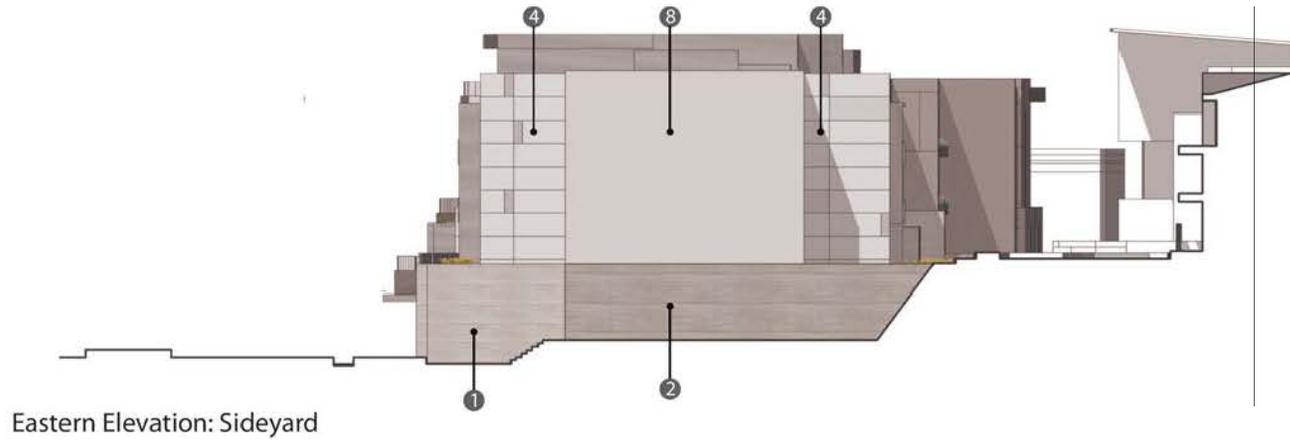


Northern Elevation: Alley



# Elevations

For material key, see page A-45.

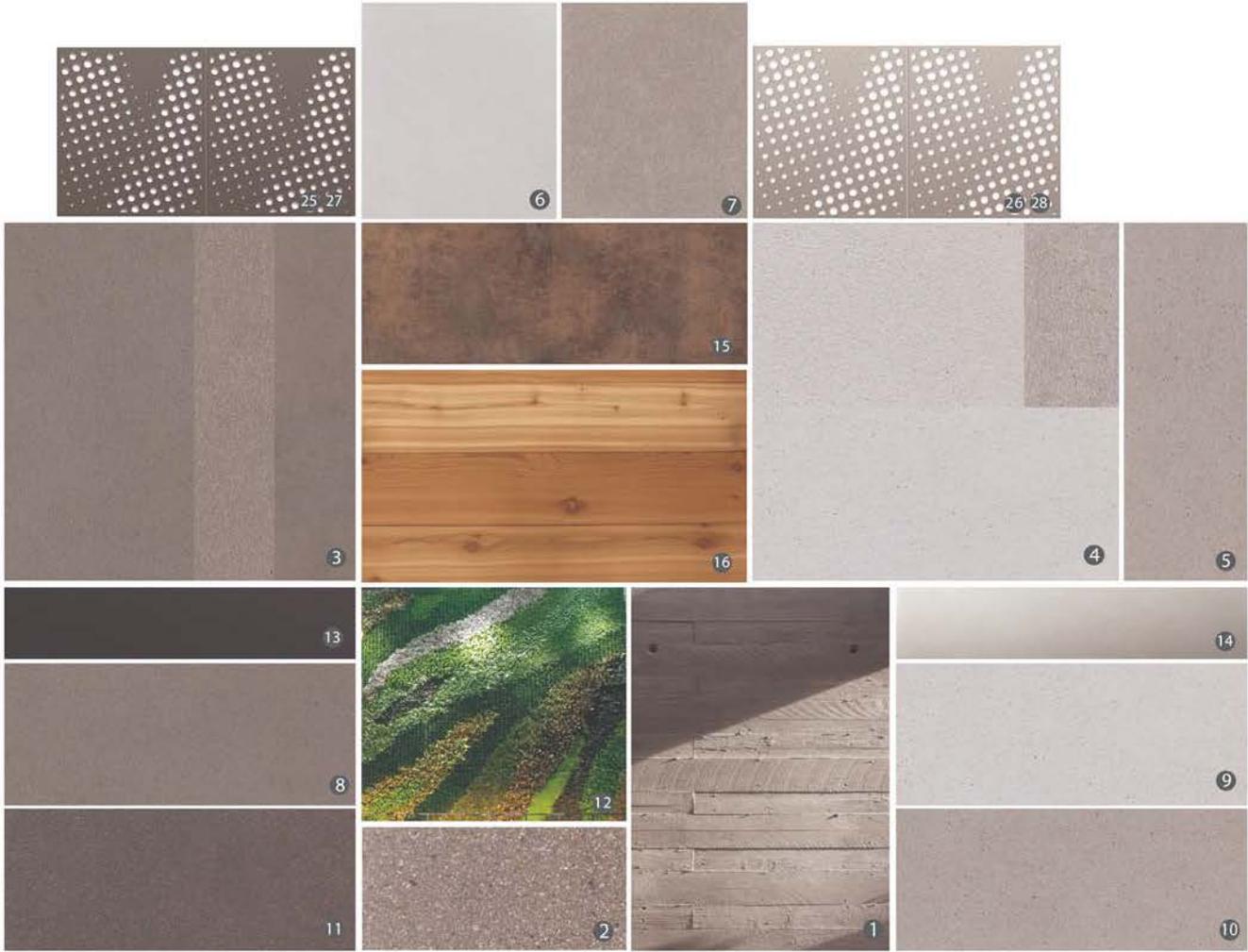


Eastern Elevation: Sideyard



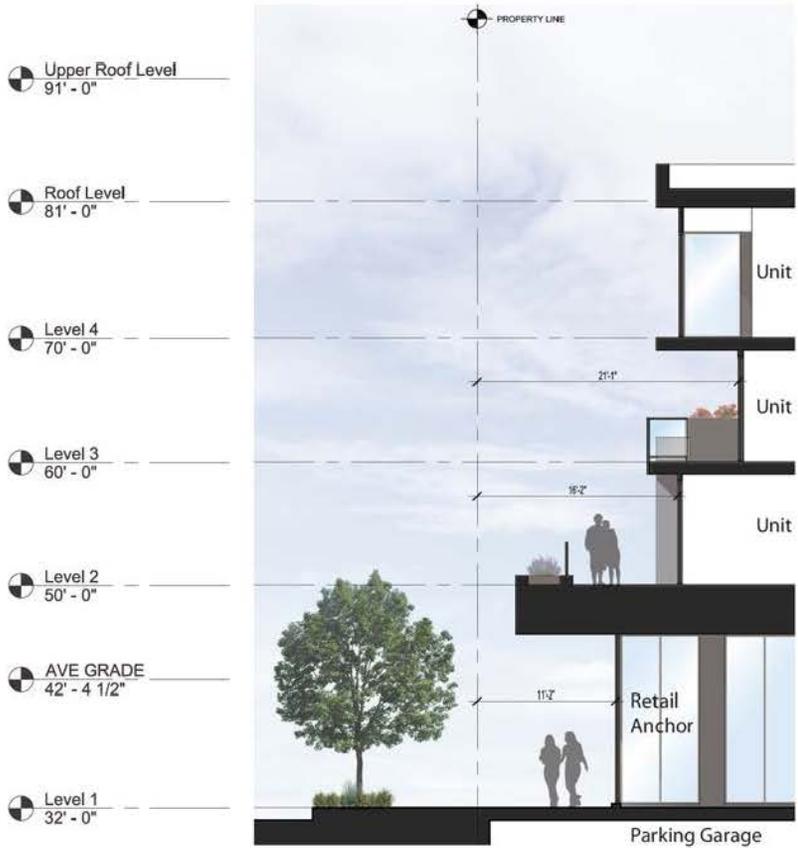
Western Elevation: 3rd Street

**Building Design | Color/Material Board**

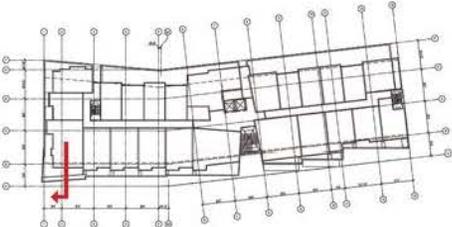


- 1 Concrete 1
- 2 Concrete 2
- 3 Panelized Concrete System - Panel 1
- 4 Panelized Concrete System - Panel 2
- 5 Panelized Concrete System - Panel 3
- 6 Panelized Concrete System - Panel 4
- 7 Panelized Concrete System - Panel 5
- 8 Cementitious Panel System - Panel 1
- 9 Cementitious Panel System - Panel 2
- 10 Cementitious Panel System - Panel 3
- 11 Cementitious Panel System - Panel 4
- 12 Green Wall
- 13 Metal 1
- 14 Metal 2
- 15 Metal 3
- 16 Wood (Soffit)
- 17 Recessed Residential Window System 1
- 18 Recessed Residential Window System 2
- 19 Aluminum Curtain Wall System
- 20 Typical Storefront Glazing System
- 21 Operable Storefront "Garage" Doors
- 22 Garage Door
- 23 Railing 1
- 24 Railing 2
- 25 Railing 3
- 26 Railing 4
- 27 Privacy Screen 1
- 28 Privacy Screen 2

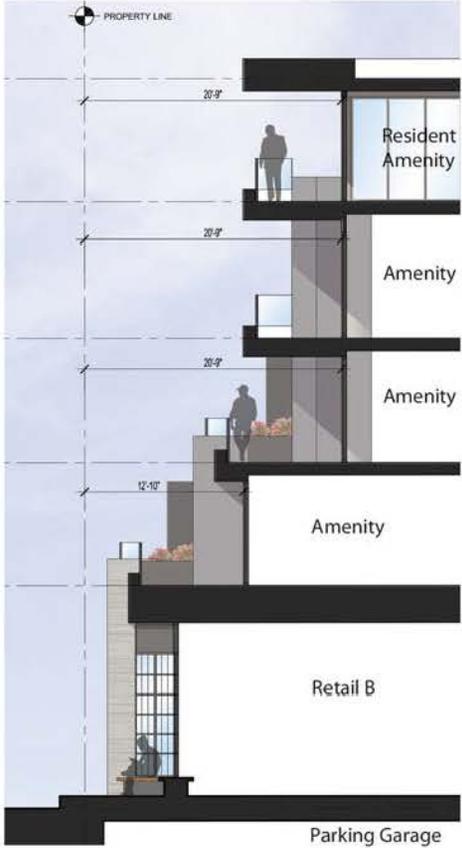
See pages 43-44 for elevations with material locations.



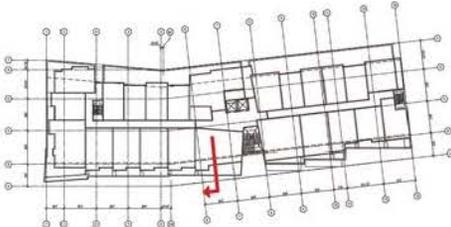
Section at Retail Anchor's Entry



KEY PLAN



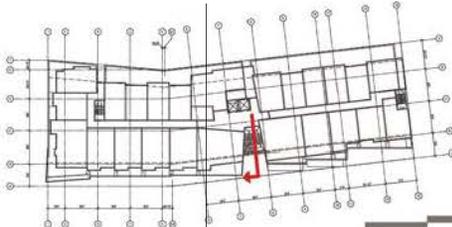
Section at Retail B & Amenities



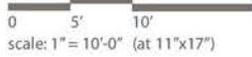
KEY PLAN

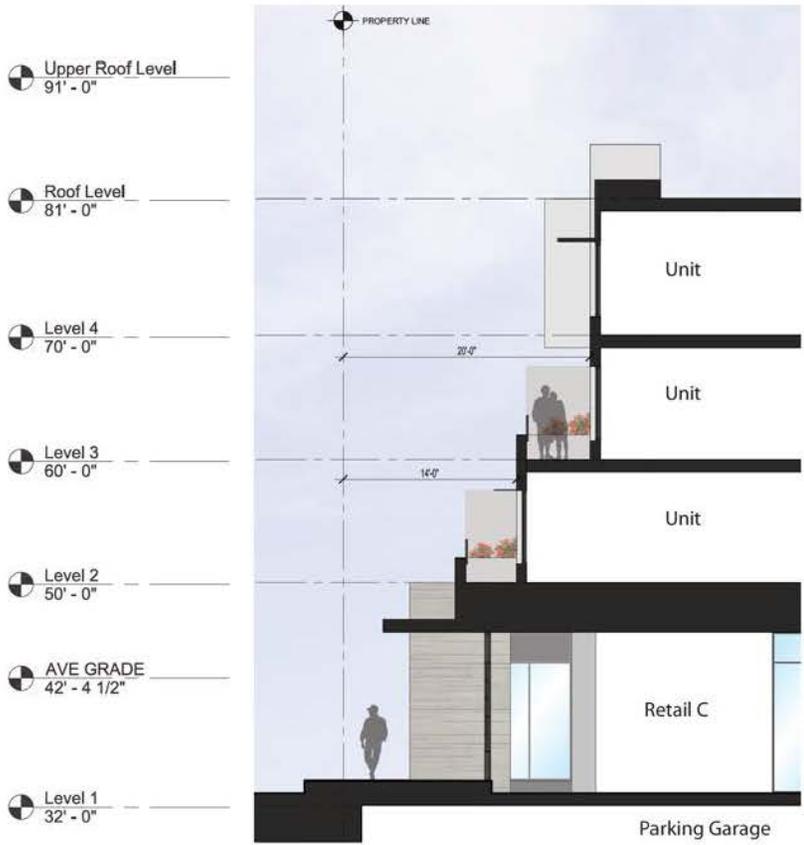


Section at Central Stair

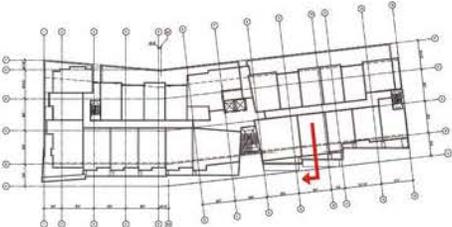


KEY PLAN

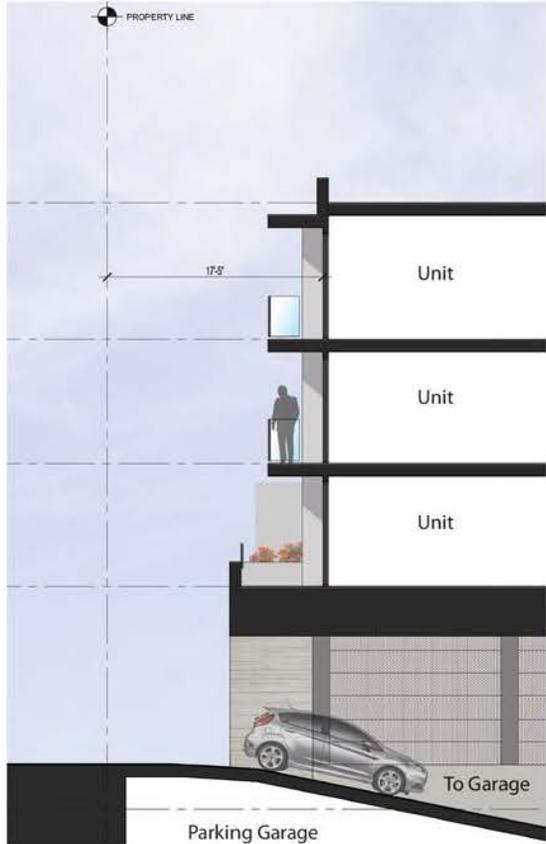




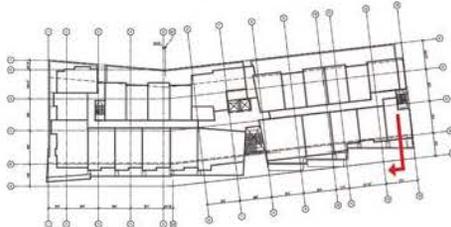
Section at Retail C



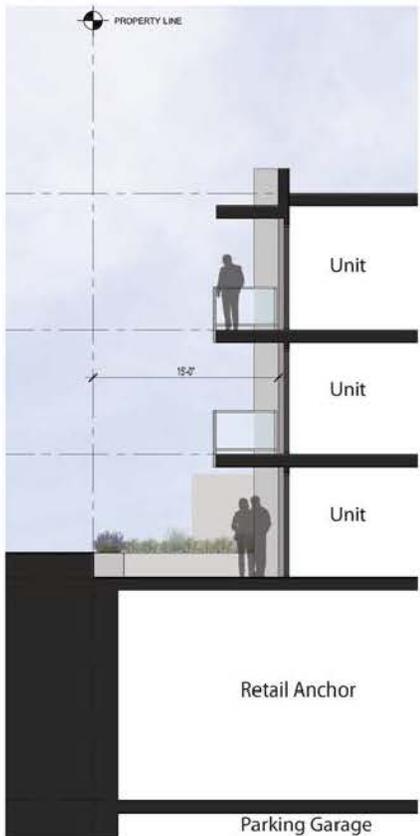
KEY PLAN



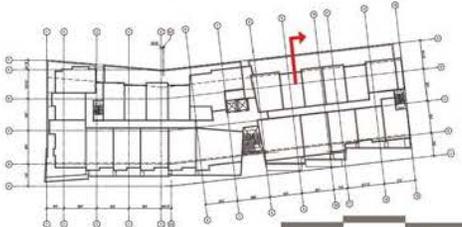
Section at Parking Ramp



KEY PLAN

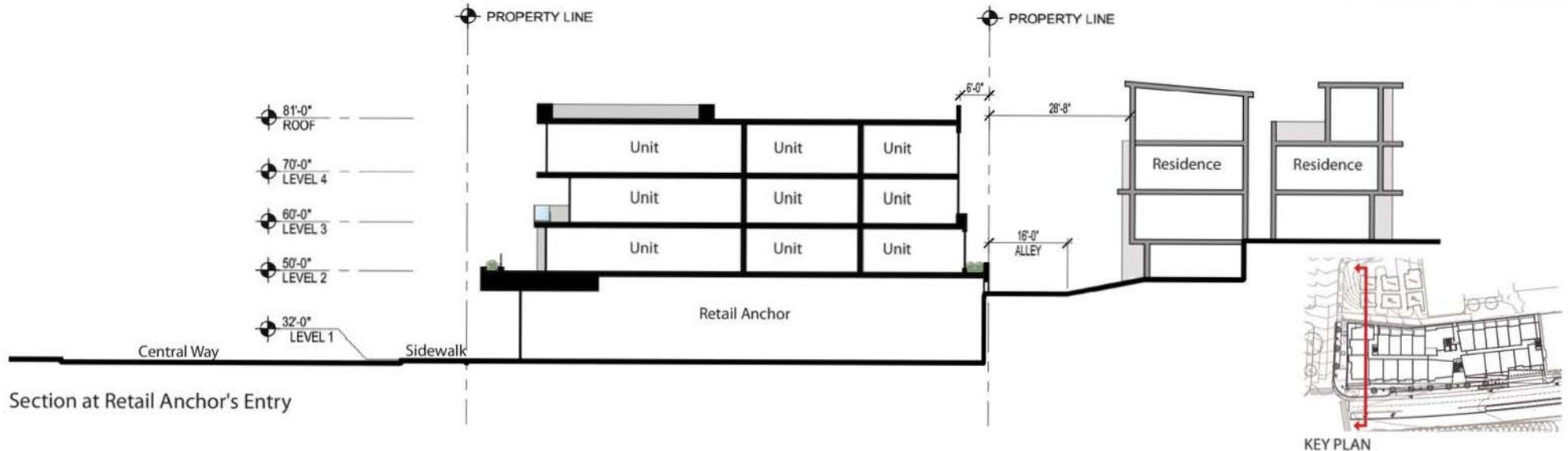


Section at Alley

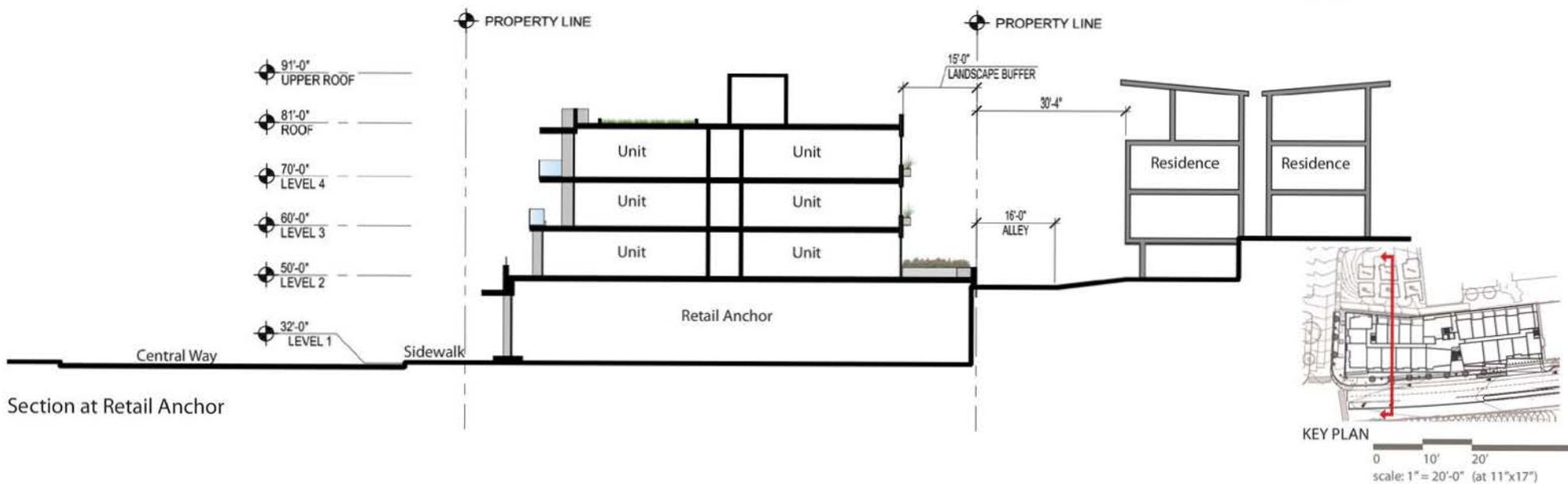


KEY PLAN

0 5' 10'  
scale: 1" = 10'-0" (at 11"x17")

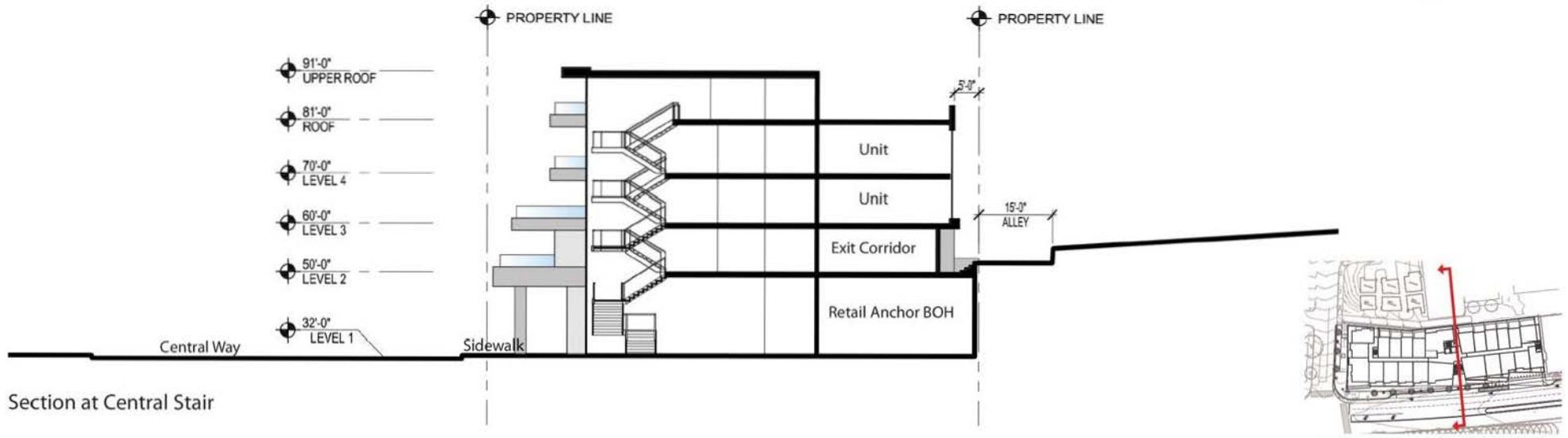


Section at Retail Anchor's Entry

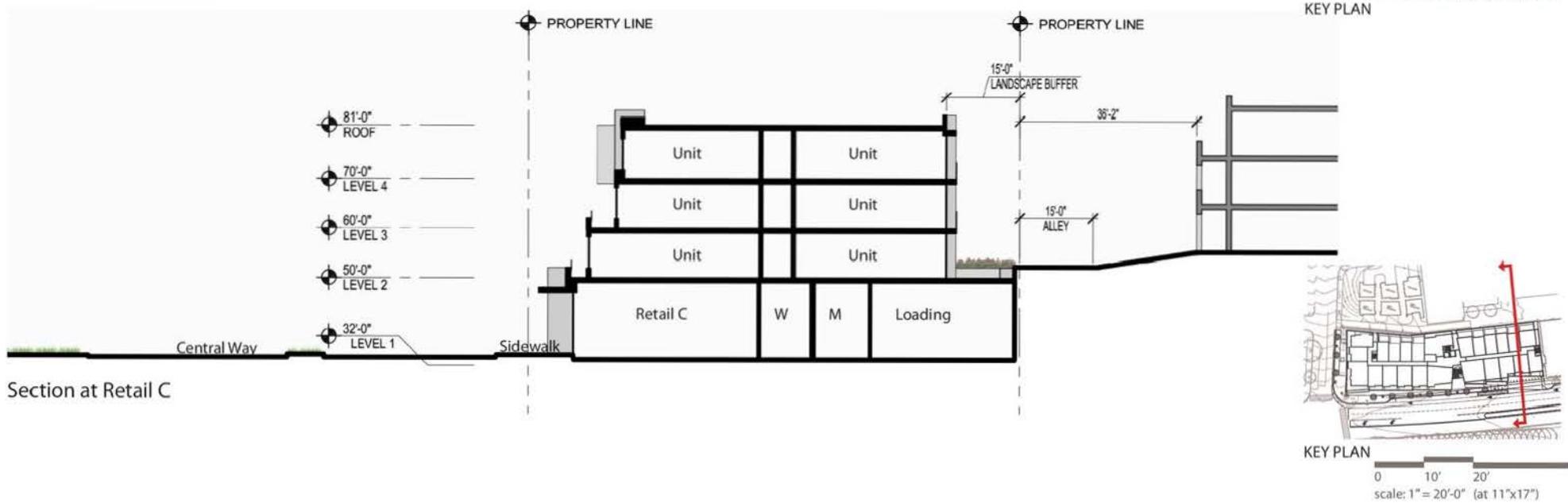


Section at Retail Anchor

0 10' 20'  
scale: 1" = 20'-0" (at 11"x17")



Section at Central Stair



Section at Retail C

# Landscape



GRAPHITE



HENBART LLC

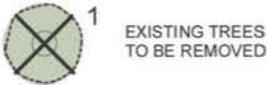
312 Central Way | Design Response Application | May 11, 2018 | Project # DRV18-00317

Landscape Concept | Tree Removal Plan



| SCHEDULE |     |             |           |
|----------|-----|-------------|-----------|
| #        | DBH | Significant | Tree Type |
| 1        | 22" | Yes         | Deciduous |
| 2        | 12" | Yes         | Evergreen |
| 3        | (3) | Yes         | Deciduous |
| 4        | 24" | Yes         | Evergreen |
| 5        | 20" | Yes         | Evergreen |
| 6        | 13" | Yes         | Evergreen |
| 7        | 12" | Yes         | Deciduous |
| 8        | 8"  | Yes         | Deciduous |
| 9        | 24" | Yes         | Evergreen |
| 10       | 8"  | Yes         | Deciduous |
| 11       | 28" | Yes         | Evergreen |
| 12       | 30" | Yes         | Evergreen |
| 13       | 24" | Yes         | Evergreen |
| 14       | 18" | Yes         | Evergreen |
| 15       | 6"  | Yes         | Deciduous |
| 16       | 16" | Yes         | Evergreen |
| 17       | 6"  | Yes         | Deciduous |
| 18       | 20" | Yes         | Evergreen |
| 19       | 36" | Yes         | Evergreen |
| 20       | 6"  | Yes         | Deciduous |
| 21       | 14" | Yes         | Evergreen |
| 22       | 5"  | No          | Deciduous |
| 23       | 5"  | No          | Deciduous |

EXISTING TREE LEGEND

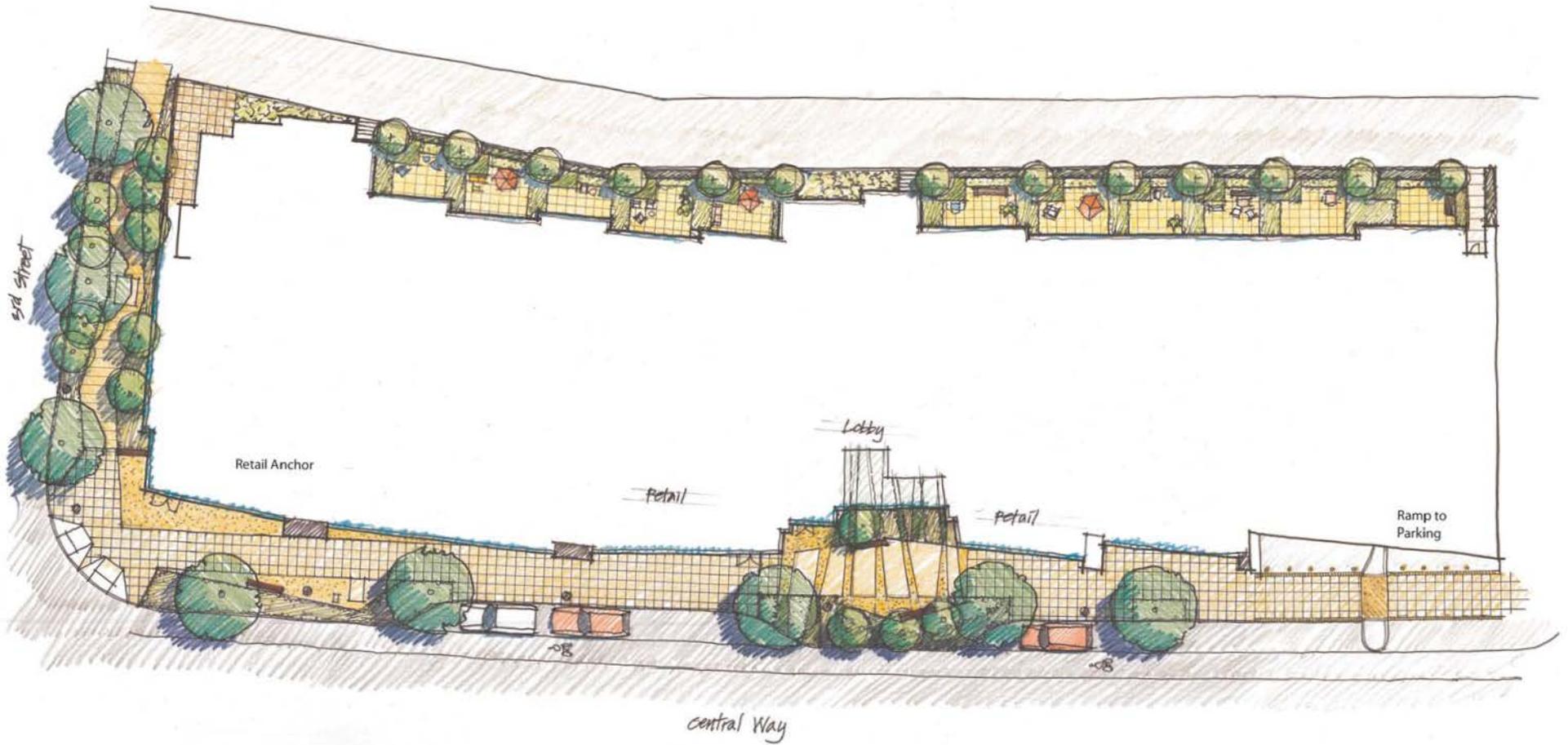


ADDITIONAL NOTES

1. NO SIGNIFICANT TREES WILL REMAIN ON-SITE OR WITHIN ADJACENT R.O.W ALONG CENTRAL AND 3RD ST. AT COMPLETION OF PROJECT CONSTRUCTION.

TOTAL SIGNIFICANT TREES REMOVED FOR PROJECT: 21 TREES





HEWITT

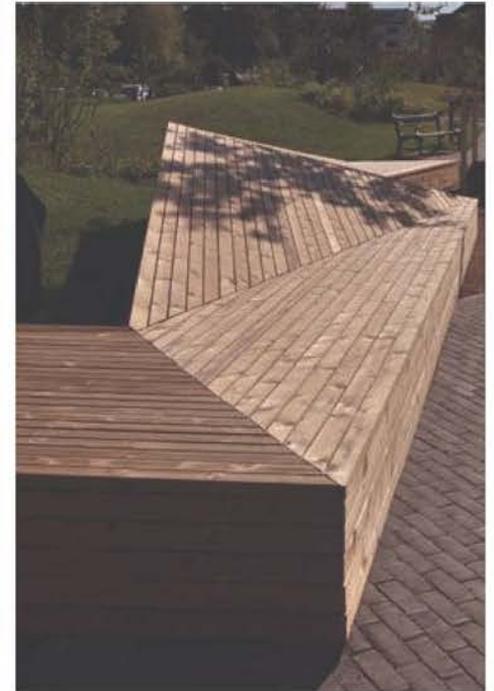


GRAPHITE



HENBART LLC

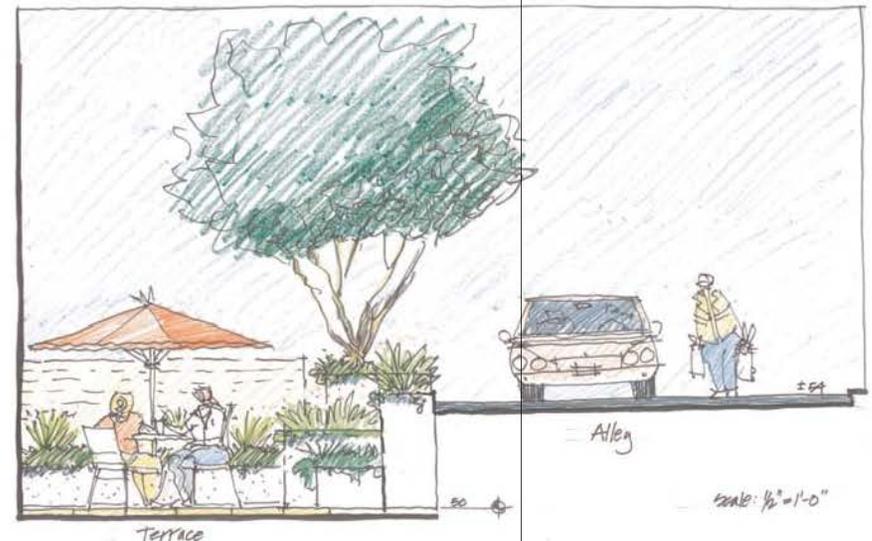
312 Central Way | Design Response Application | May 11, 2018 | Project # DRV18-00317



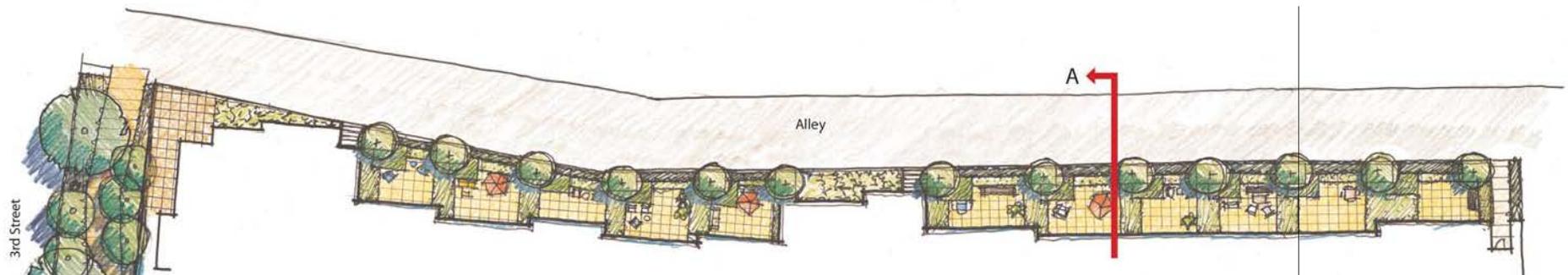
HEWITT



Inspiration Photos



Section A



HEWITT



Halesia carolina 'Rosy Ridge'  
Rosy Ridge silverbell



Magnolia virginiana 'Moonglow'  
Moonglow sweet bay magnolia



Ginkgo biloba 'Princeton Sentry'  
Princeton Sentry Ginkgo



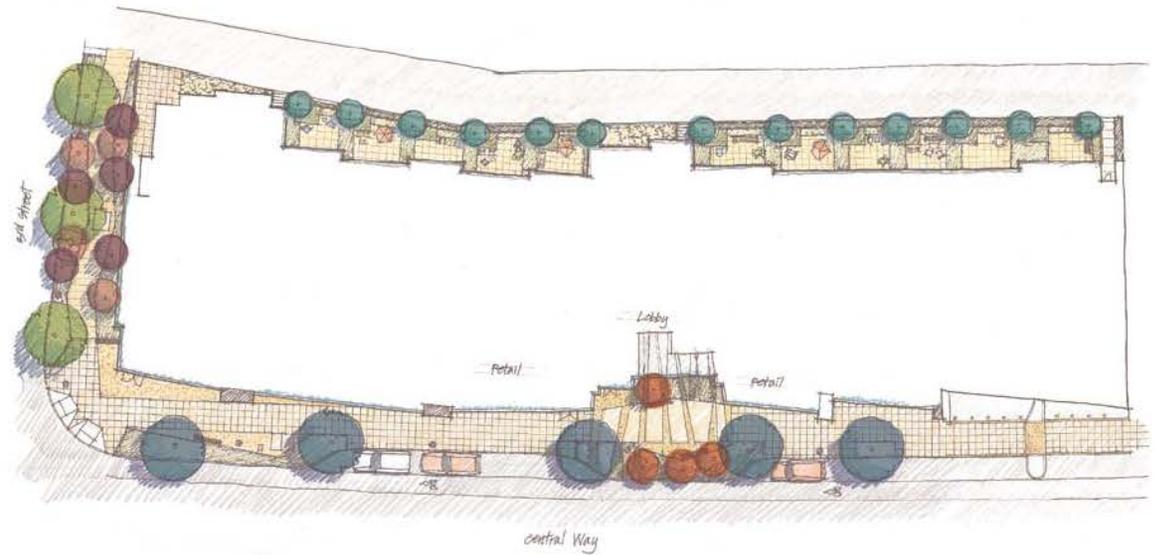
Amelanchier x grandiflora 'Autumn Brilliance'  
Autumn Brilliance Serviceberry



Acer platanoides 'Columnar Norway Maple'



Stewartia pseudocamellia  
Japanese stewartia



FIELD



Mahonia nervosa  
Dwarf Oregon grape



Gaultheria shallon  
Salal



Blechnum spicant  
Deer fern

STRUCTURE



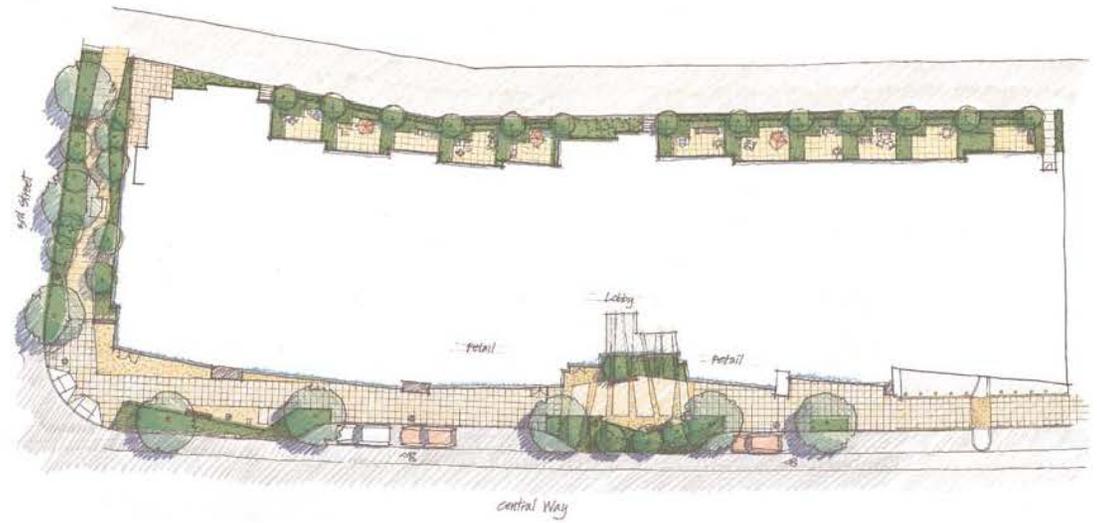
Lonicera pileata  
Privet honeysuckle



Rhamphilepis umbellata 'Minor'  
Dwarf Yeddo hawthorn



Cornus sanguinea 'Midwinter Fire'  
Midwinter Fire dogwood



ACCENTS



Elymus glaucus  
Blue wild rye



Sidalcea oregana 'Brilliant'  
Brilliant prairie mallow



Deschampsia caespitosa  
Tufted hair grass



Philadelphus lewisii  
Wild mock orange



Allium cernuum  
Nodding onion



Lupinus polyphyllus  
Lupin



Aquilegia caerulea  
Colorado blue columbine



Maianthemum racemosum  
Feathery false lily of the valley

HEWITT

ACCENTS



Iris douglasiana  
Douglas iris



Iris foetidissima  
Gladwin Iris



Helleborus 'Ivory prince'  
Ivory prince hellebore

FIELD



Ophiopogon jaburan 'Vittatus'  
Giant Striped Mondo Grass



Carex oshimensis 'Evergold'  
Evergold sedge



Mahonia nervosa  
Dwarf Oregon grape

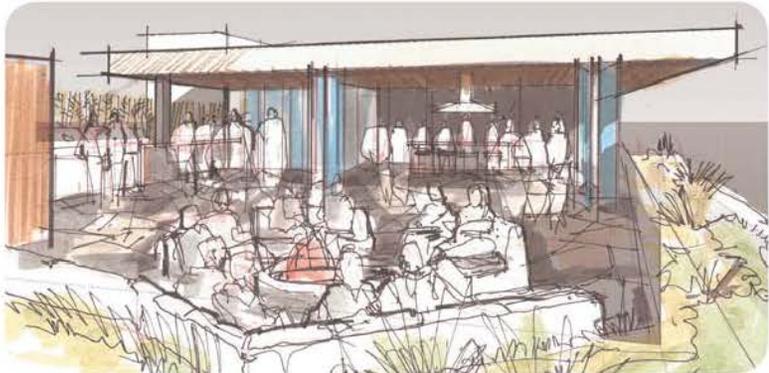
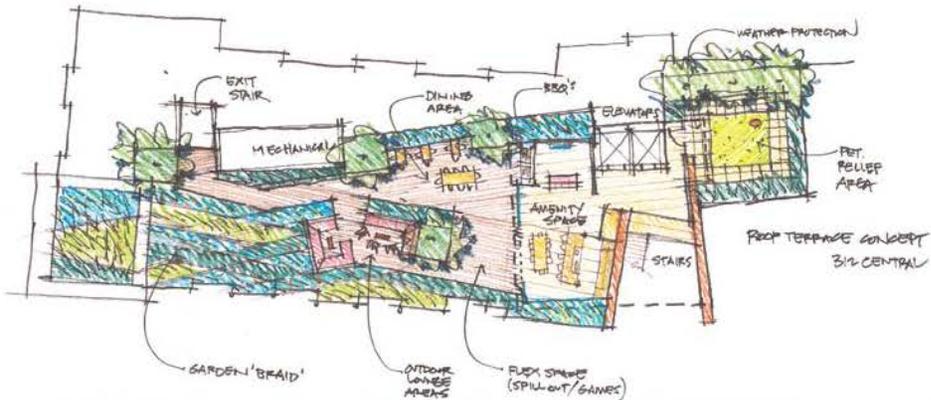
STRUCTURE



Cornus sericea 'Flaviramea'  
Yellowtwig dogwood



Blechnum spicant  
Deer fern



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312 Central Way | Design Response Application | May 11, 2018 | Project # DRV18-00317

PEDESTRIAN PAVING



2' Scoring with medium etched finish, square pattern 2x2



2' bands with heavy etched finish

FINISH

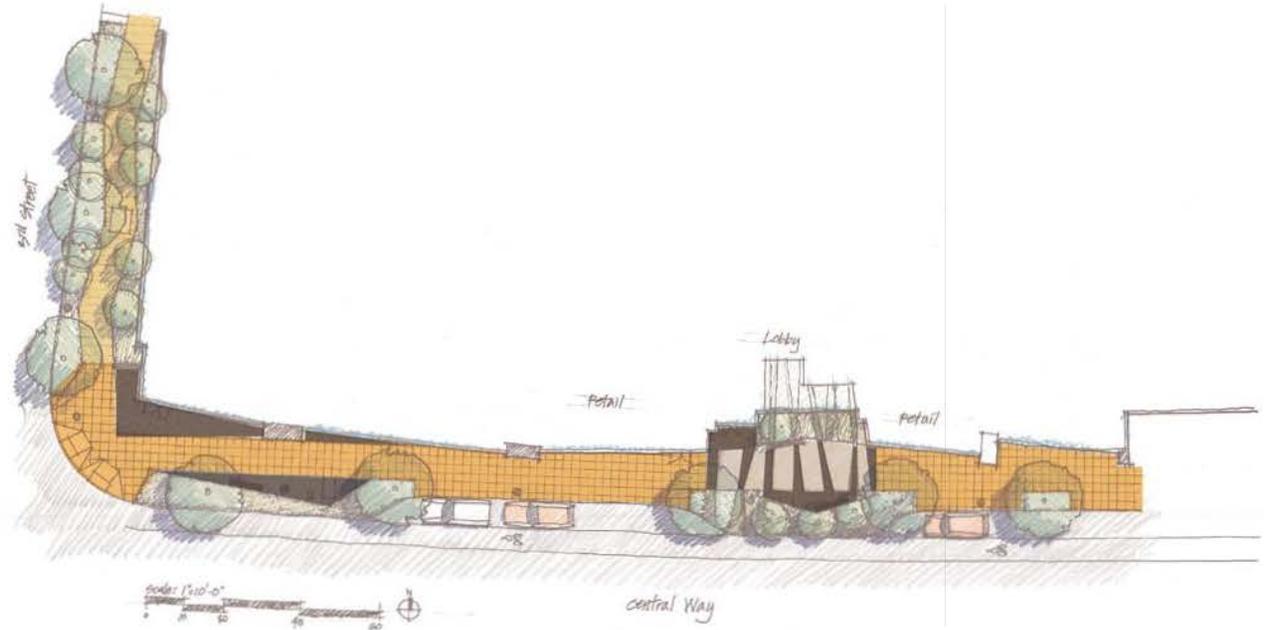


Exposed aggregate finish

FINISH



Exposed aggregate concrete band pattern



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PAVING



Type 1 paver

Type 2 paver in contrasting tone/texture to Type 1

FLUSH BAND BETWEEN PAVING AREAS



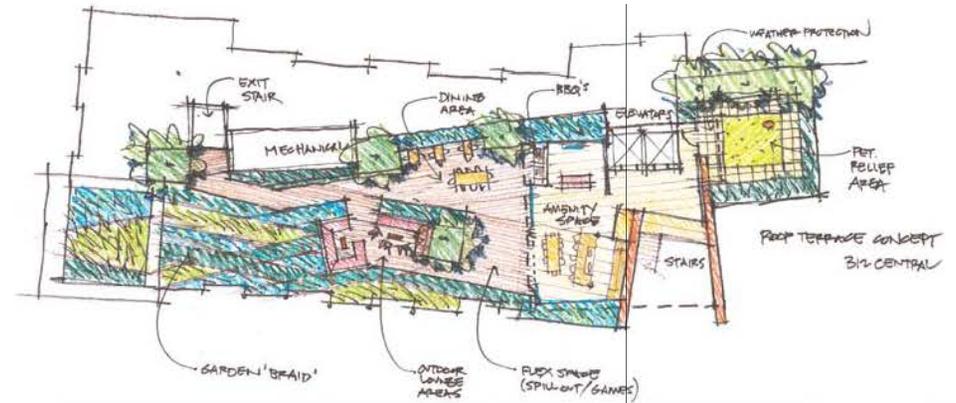
6" CIP concrete band

DECKING



Dark pultruded fiberglass

BALLAST



PLANTER



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## Departures



GRAPHITE



HENBART LLC

312 Central Way | Design Response Application | May 11, 2018 | Project # DRV18-00317

Departure Request 1

| Standard   | Request   | Proposed   | Rationale   | Applicable Design Guidelines  | Reference   |
|--|---|--|---|---|---|
| <p><b>142.37 Design Departure and Minor Variations</b></p> <p>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:</p> <p>a. In the CBD and YBD: minimum required yards; and</p> <p>b. In the Business District Core: minimum required yards, floor plate maximums and building separation requirements; and</p> <p>c. In the RHBD, FHNC, the PLA 5C zone, the HENC, and the TLBD: minimum required yards, and landscape buffer; and</p> <p>d. In the MSC 1 and MSC 4 zones of the Market Street Corridor: minimum required front yards; and</p> <p>e. In the MSC 2 zone of the Market Street Corridor: height (up to an additional five (5) feet), and minimum required front yards.</p> <p>This section does not apply when a design regulation permits the applicant to propose an alternate method for complying with it or the Use Zone Chart allows the applicant to request a reduced setback administratively.</p> | <p><b>Upper Story Setback Modification (along Central Way) per KZC 142.37</b></p> <p>Allow for minor incursions into setbacks on floors above the first floor along the Central Way frontage.</p> | <p>Minor projections of upper residential floor walls and balcony elements beyond 20' setback line above the first-floor level</p> | <p>This proposal seeks to –</p> <ul style="list-style-type: none"> <li>• Provide a high degree of horizontal modulation over the entire building façade, to reduce the perceived mass of the development, consistent with City design guidelines.</li> <li>• First floor building frontage is held back to accommodate minimum sidewalk widths desired under City design guidelines; owner is also providing additional frontage setbacks to create visual interest and enhance pedestrian activity on the Central Way corridor.</li> <li>• Provide both horizontal and vertical articulation for a building frontage that exceeds 300 linear feet by:             <ul style="list-style-type: none"> <li>○ Minor offsetting of residential levels on floors beyond the 20' setback limit to provide horizontal variation, bringing the massing down to more human scale, both from the street level as well as the units themselves.</li> <li>○ Breaking the overall building frontage by the inclusion of a “hub” stairway at the main building entry (roughly at the mid-point of the site); facade projections adjacent to either side of this element further reinforces the individual design nature of each sub-façade.</li> </ul> </li> <li>• Minor incursions of this proposed departure will not produce detrimental impacts on nearby properties (retail, mixed-use and downtown park) where this departure is located. Overall impact of this departure will add to the “texture” of the façade in this important transition between the downtown area architecture and properties to the east of 3<sup>rd</sup> Street.</li> </ul> | <p><b>Design Guidelines for Pedestrian-Oriented Business Districts: Page 26 –</b></p> <p>“<u>Guideline</u>: 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.”</p> | <p>See Diagrams A-23, A-24, A-25, A-46 and A-47</p> |





**CITY OF KIRKLAND**  
**Planning and Building Department**  
**123 5th Avenue, Kirkland, WA 98033**  
**425.587.3600 ~ [www.kirklandwa.gov](http://www.kirklandwa.gov)**

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## **DEVELOPMENT STANDARDS LIST**

### **FILE: 312 CENTRAL WAY MIXED USE, DRV17-00773**

#### **ZONING CODE STANDARDS**

**95.51.2.a Required Landscaping.** All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.

**95.52 Prohibited Vegetation.** Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

**100.25 Sign Permits.** Separate sign permit(s) are required. In JBD and CBD cabinet signs are prohibited.

**105.32 Bicycle Parking.** All uses, except single family dwelling units and duplex structures with 6 or more vehicle parking spaces must provide covered bicycle parking within 50 feet of an entrance to the building at a ratio of one bicycle space for each twelve motor vehicle parking spaces. Check with Planner to determine the number of bike racks required and location.

**105.18 Entrance Walkways.** All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.

**105.18 Overhead Weather Protection.** All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.

**105.18.2 Walkway Standards.** Pedestrian walkways must be at least 5' wide; must be distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20' above the ground.

**105.18.2 Overhead Weather Protection Standards.** Overhead weather protection must be provided along any portion of the building adjacent to a pedestrian walkway or sidewalk; over the primary exterior entrance to all buildings. May be composed of awnings, marquees, canopies or building overhangs; must cover at least 5' of the width of the adjacent walkway; and must be at least 8 feet above the ground immediately below it. In design districts, translucent awnings may not be backlit; see section for the percent of property frontage or building facade.

**105.19 Public Pedestrian Walkways.** The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way. If in a design district, see section and Plate 34 for through block pathways standards.

**105.58 Parking Lot Locations in Design Districts.** See section for standards unique to each district.

**105.65 Compact Parking Stalls.** Up to 50% of the number of parking spaces may be

designated for compact cars.

**105.60.2 Parking Area Driveways.** Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.

**105.60.3 Wheelstops.** Parking areas must be constructed so that car wheels are kept at least 2' from pedestrian and landscape areas.

**105.60.4 Parking Lot Walkways.** 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. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

**105.77 Parking Area Curbing.** All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6" high vertical concrete curb.

**105.96 Drive Through Facilities.** See section for design criteria for approving drive through facilities.

**110.52 Sidewalks and Public Improvements in Design Districts.** See section, Plate 34 and public works approved plans manual for sidewalk standards and decorative lighting design applicable to design districts.

**110.60.5 Street Trees.** All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

**115.25 Work Hours.** It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

**115.45 Garbage and Recycling Placement and Screening.** For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be setback from property lines, located outside landscape buffers, and screened from view from the street, adjacent properties and pedestrian walkways or parks by a solid sight-obscuring enclosure.

**115.47 Service Bay Locations.** All uses, except single family dwellings and multifamily structures, must locate service bays away from pedestrian areas. If not feasible must screen from view.

**115.75.2 Fill Material.** All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

**115.95 Noise Standards.** The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

**115.115 Required Setback Yards.** This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

**115.115.3.g Rockeries and Retaining Walls.** Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

**115.120 Rooftop Appurtenance Screening.** New or replacement appurtenances on existing

buildings shall be surrounded by a solid screening enclosure equal in height to the appurtenance. New construction shall screen rooftop appurtenances by incorporating them in to the roof form.

***Prior to issuance of a grading or building permit:***

**27.06.030 Park Impact Fees.** New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

***Prior to occupancy:***

**95.51.2.a Required Landscaping.** All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City

**110.60.5 Landscape Maintenance Agreement.** The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.

**Public Works, Building and Fire Department comments were not completed prior to drafting of the Staff Report.**

**Comments will be provided at the DRB Meeting.**

50.44 User Guide – CBD 7 zones.

The charts in KZC [50.47](#) contain the basic zoning regulations that apply in the CBD 7 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 50.45



Section 50.45 – 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. Site design must include installation of pedestrian linkages between public sidewalks and building entrances and between walkways on the subject property and existing or planned walkways on abutting properties consistent with the major pedestrian routes in the Downtown Plan chapter of the [Comprehensive Plan](#) (does not apply to [Public Utility](#), [Government Facility](#) or [Community Facility](#) and [Public Park](#) uses).
3. No setback is required adjacent to Third Street (does not apply to [Vehicle Service Station](#) and [Public Park](#) uses).
4. See KZC [50.62](#) for additional building height provisions.

[link to Section 50.47 table](#)

**The Kirkland Zoning Code is current through Ordinance 4628, passed December 12, 2017.**

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 (<http://www.codepublishing.com/>)

eLibrary (<http://www.codepublishing.com/elibrary.html>)

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS |  |                         |                |                              |      |          |                          |                                       |                             |                                       |  |  |
|---|--|-------------------------|----------------|------------------------------|------|----------|--------------------------|---------------------------------------|-----------------------------|---------------------------------------|--|--|
| Section 50.47   | USE<br>↓<br>REGULATIONS<br>↑                         | 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  | Vehicle Service Station                              | D.R., Chapter 142 KZC.  | 22,500 sq. ft. | 20'                          | 15'  | 15'      | 80%                      | 41' above average building elevation. | B<br>See Spec. Reg. 3.      | E                                     | See KZC 105.25.                                    | <ol style="list-style-type: none"> <li>May not be more than two vehicle service stations at any intersection.</li> <li>Gas pump islands must be set back at least 20 feet from all property lines. Canopies and covers over gas pump islands may not be more 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.</li> <li>Landscape Category A is required if the subject property is adjacent to Planned Area 7B.</li> </ol>  |
| .020  | Restaurant or Tavern                                 |                         |                | 20'                          | 0'   | 0'       | 80%<br>See Spec. Reg. 2. |                                       | D<br>See Spec. Reg. 1.      |                                       | 1 per each 125 sq. ft. of gross floor area.        | <ol style="list-style-type: none"> <li>Landscape Category B is required if the subject property is adjacent to Planned Area 7B, unless drive-in or drive-through facilities are present in which case Landscape Category A shall apply.</li> <li>The required front yard for this use shall be zero feet for one story at street level. No parking may encroach into the required 20-foot front yard. If this use provides a zero-foot front yard, the lot coverage for the entire property shall be 100 percent.</li> <li>For restaurants with drive-in or drive-through facilities:                             <ol style="list-style-type: none"> <li>One outdoor waste receptacle shall be provided for every eight parking stalls.</li> <li>Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.</li> </ol> </li> </ol> |
| .040  | Entertainment, Cultural and/or Recreational Facility |                         |                | 20'                          | 0'   | 0'       | 80%<br>See Spec. Reg. 3. |                                       | D<br>See Spec. Reg. 2.      |                                       | See KZC 105.25.                                    | <ol style="list-style-type: none"> <li>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.</li> <li>Landscape Category B is required if the subject property is adjacent to Planned Area 7B.</li> <li>The required front yard for this use shall be zero feet for one story at street level. No parking may encroach into the required 20-foot front yard. If this use provides a zero-foot front yard, the lot coverage for the entire property shall be 100 percent.</li> </ol>   |
| .050  | Hotel or Motel                                       |                         |                |                              |      |          |                          |                                       |                             |                                       | One for each room. See Spec. Reg. 1.               |  |

Section 50.47

Zone  
CBD-7

USE ZONE CHART

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS |   |                         |          |                              |      |          |                          |                                       |                             |                                       |   |  |
|---|---|-------------------------|----------|------------------------------|------|----------|--------------------------|---------------------------------------|-----------------------------|---------------------------------------|---|--|
| Section 50.47   | USE<br>↓<br>REGULATIONS<br>→  | 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     |                          |                                       |                             |                                       |   |  |
| .060  | Any Retail Establishment, other than those listed, limited, or prohibited in this zone, selling goods or providing services, including banking and related financial services | D.R., Chapter 142 KZC.  | None     | 20'                          | 0'   | 0'       | 80%<br>See Spec. Reg. 5. | 41' above average building elevation. | D<br>See Spec. Reg. 4.      | E                                     | 1 per each 350 sq. ft. of gross floor area.   | <ol style="list-style-type: none"> <li>Access for drive-through facilities must be approved by the Public Works Department.</li> <li>Ancillary assembly and manufacture of goods on premises may be permitted only if:                             <ol style="list-style-type: none"> <li>The assembled or manufactured goods are directly related to and dependent upon this use, and are available for purchase and removal from the premises.</li> <li>The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.</li> </ol> </li> <li>The sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers is not permitted. Motorcycle sales, service, or rental is permitted if conducted indoors.</li> <li>Landscape Category B is required if the subject property is adjacent to Planned Area 7B.</li> <li>The required front yard for this use shall be zero feet for one story at street level. No parking may encroach into the required 20-foot front yard. If this use provides a zero-foot front yard, the lot coverage for the entire property shall be 100 percent.</li> </ol> |
| .070  | Private Lodge or Club<br>See Spec. Reg. 3.  |                         |          | 20'                          | 0'   | 0'       | 80%                      |                                       | D<br>See Spec. Reg. 2.      | B                                     | See KZC 105.25.   | <ol style="list-style-type: none"> <li>No parking is required for daycare or school ancillary to the use.</li> <li>Landscape Category C is required if the subject property is adjacent to Planned Area 7B.</li> <li>This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.</li> </ol>   |
| .080  | Church<br>See Spec. Reg. 3.   |                         |          |                              |      |          |                          |                                       |                             |                                       | One per every four people based on maximum occupancy load of any area of worship. See Spec. Reg. 1. |  |

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS |   |                         |          |                              |      |          |              |                                       |                             |                                       |  |  |
|---|---|-------------------------|----------|------------------------------|------|----------|--------------|---------------------------------------|-----------------------------|---------------------------------------|--|--|
| Section 50.47   | USE<br>↓<br>REGULATIONS<br>↓  | 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     |              |                                       |                             |                                       |  |  |
| .090  | Office Use<br>See Spec. Reg. 4.   | D.R., Chapter 142 KZC.  | None     | 20'                          | 0'   | 0'       | 80%          | 41' above average building elevation. | D<br>See Spec. Reg. 3.      | D                                     | 1 per each 350 sq. ft. of gross floor area.        | <ol style="list-style-type: none"> <li>Ancillary assembly and manufacture of goods on premises may be permitted as part of office use if:                             <ol style="list-style-type: none"> <li>The ancillary assembled or manufactured goods are subordinate to and dependent upon this office use; and</li> <li>The outward appearance and impacts of this office use with ancillary assembly or manufacturing activities must be no different from other office uses.</li> </ol> </li> <li>The following regulations apply to veterinary offices only:                             <ol style="list-style-type: none"> <li>May only treat small animals on the subject property.</li> <li>Outside runs and other outside facilities for the animals are not permitted.</li> <li>Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect signed by an acoustical engineer must be submitted with the D.R. and building permit applications.</li> <li>A veterinary office is not permitted if the subject property contains dwelling units.</li> </ol> </li> <li>Landscape Category C is required if the subject property is adjacent to Planned Area 7B.</li> <li>This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.</li> </ol> |
| .100  | School, Day-Care Center, or Mini-School or Day-Care Center<br>See Spec. Reg. 4. |                         |          |                              |      |          |              |                                       | D                           | B                                     | See KZC 105.25.                                    | <ol style="list-style-type: none"> <li>A six-foot-high fence is required along all property lines adjacent to outside play areas.</li> <li>Hours of operation may be limited by the City to reduce impacts on nearby residential uses.</li> <li>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.</li> <li>This use may be located on the Central Way level of a building only if there is an intervening retail storefront between this use and the right-of-way.</li> </ol>   |

Section 50.47

Zone  
CBD-7

USE ZONE CHART

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS |   |                         |          |                              |      |          |              |                                       |                             |                                       |   |  |
|---|---|-------------------------|----------|------------------------------|------|----------|--------------|---------------------------------------|-----------------------------|---------------------------------------|---|--|
| Section 50.47   | USE<br>↓<br>REGULATIONS<br>↓                            | 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     |              |                                       |                             |                                       |   |  |
| .110  | Assisted Living Facility<br>See Spec. Reg. 3.           | D.R., Chapter 142 KZC.  | None     | 20'                          | 0'   | 0'       | 80%          | 41' above average building elevation. | D                           | A                                     | 1.7 per independent unit.<br>1 per assisted living unit.  | <ol style="list-style-type: none"> <li>1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.</li> <li>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:                             <ol style="list-style-type: none"> <li>a. One parking stall shall be provided for each bed.</li> </ol> </li> <li>3. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.</li> </ol> |
| .120  | Stacked or Attached Dwelling Units<br>See Spec. Reg. 1. |                         |          |                              |      |          |              |                                       |                             |                                       | 1.2 per studio unit.<br>1.3 per 1 bedroom unit.<br>1.6 per 2 bedroom unit.<br>1.8 per 3 or more bedroom unit.<br>See KZC 105.20 for visitor parking requirements. | <ol style="list-style-type: none"> <li>1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply on Fourth Avenue.</li> </ol>  |

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS |                              |                         |          |                              |      |          |              |                                       |                             |                                       |  |   |
|---|------------------------------|-------------------------|----------|------------------------------|------|----------|--------------|---------------------------------------|-----------------------------|---------------------------------------|--|---|
| Section 50.47   | USE<br>↓<br>REGULATIONS<br>↓ | 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     |              |                                       |                             |                                       |  |   |
| .125  | Residential Suites           | D.R., Chapter 142 KZC.  | None     | 20'                          | 0'   | 0'       | 80%          | 41' above average building elevation. | D                           | A                                     | See Spec. Reg. 2.                                  | <ol style="list-style-type: none"> <li>1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply on Fourth Avenue.</li> <li>2. For parking managed pursuant to Special Regulation 3, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. 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.</li> <li>3. The required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:                             <ol style="list-style-type: none"> <li>a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars.</li> <li>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"> <li>1) Charge for on-site parking, unbundled from the rent, for tenants who have cars.</li> <li>2) Bus pass or equivalent alternative transportation mode subsidies for tenants who don't have cars.</li> <li>3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges.</li> <li>4) Adequate secured and sheltered bicycle parking to meet anticipated demand.</li> <li>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.</li> <li>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.</li> </ol> </li> </ol> </li> </ol> |

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.47

Zone  
CBD-7

USE ZONE CHART

| Section 50.47 |                                | 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 |                                 |                             |   |  |
| Front         | Side                           | Rear  |          |                              |  |          |              |                                 |                             |   |  |
| .125          | Residential Suites (continued) |   |          |                              |  |          |              |                                 |                             | <p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>4. All residential suites and all required parking within a project shall be under common ownership and management.</p> <p>5. 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.</p> <p>6. 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.</p> |  |

| DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS |  |   |          |                              |      |          |              |                                       |                             |                                       |  |  |
|---|--|---|----------|------------------------------|------|----------|--------------|---------------------------------------|-----------------------------|---------------------------------------|--|--|
| Section 50.47   | USE<br>↓<br>REGULATIONS<br>↘                               | 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     |              |                                       |                             |                                       |  |  |
| .130  | Public Utility, Government Facility, or Community Facility | D.R., Chapter 142 KZC.  | None     | 20'                          | 0'   | 0'       | 80%          | 41' above average building elevation. | D<br>See Spec. Reg. 1.      | B                                     | See KZC 105.25.                                    | 1. Landscape Category C is required if the subject property is adjacent to Planned Area 7B. 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 nearby uses. |
| .140  | 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 regulations which apply specifically to the project or project area.

### *Special considerations 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.
- Retail frontages in the Central Business District should have a 15' story height to ensure 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.

