

## KMC Amendments

For the following miscellaneous KMC amendments, new text is show in **bold underline** and removed text is shown in ~~strikethrough~~.

### Chapter 3.30

#### DESIGN REVIEW BOARD

##### 3.30.040 Design guidelines adopted by reference.

The design review board in combination with the authority set forth in Chapter 142 KZC shall use the following design guidelines documents to review development permits:

- (1) The document entitled “Design Guidelines for Pedestrian Oriented Business Districts” bearing the signatures of the mayor and the director of the department of planning and community development, dated August 3, 2004, and amended by Ordinance 4106, passed July 3, 2007, Ordinance 4636 to add Finn Hill Neighborhood Center design guidelines, passed January 26, 2018, and by Ordinance 4785, passed March 15, 2022, **and by Ordinance xxxx, passed \_\_\_\_\_, 2022** is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.
- (2) The document entitled “Design Guidelines for the ~~Rose Hill Business District~~ **NE 85<sup>th</sup> Street Station Subarea Plan**” bearing the signatures of the mayor and the director of the department of planning and community development, dated ~~January 3, 2006~~ **\_\_\_\_\_, 2022**, and ~~amended by Ordinance 4496, passed December 8, 2015,~~ is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

# City of Kirkland Design Guidelines NE 85th Street Station Subarea Plan

May 31, 2022



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# 1.0

## Policy Overview—

# 1 | Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code, that will be used by the City in the in the design review process for projects in the NE 85th Street Station Area.

The Design Guidelines are intended to be used in conjunction with the Form-Based Code requirements established in Chapter 57 of Kirkland Zoning Code. In cases where the Zoning Code establishes flexible standards to encourage creative building design and attractive public spaces, the Design Review Board will use these guidelines to administer that flexibility through the design departures and minor variation authority of KZC 142.

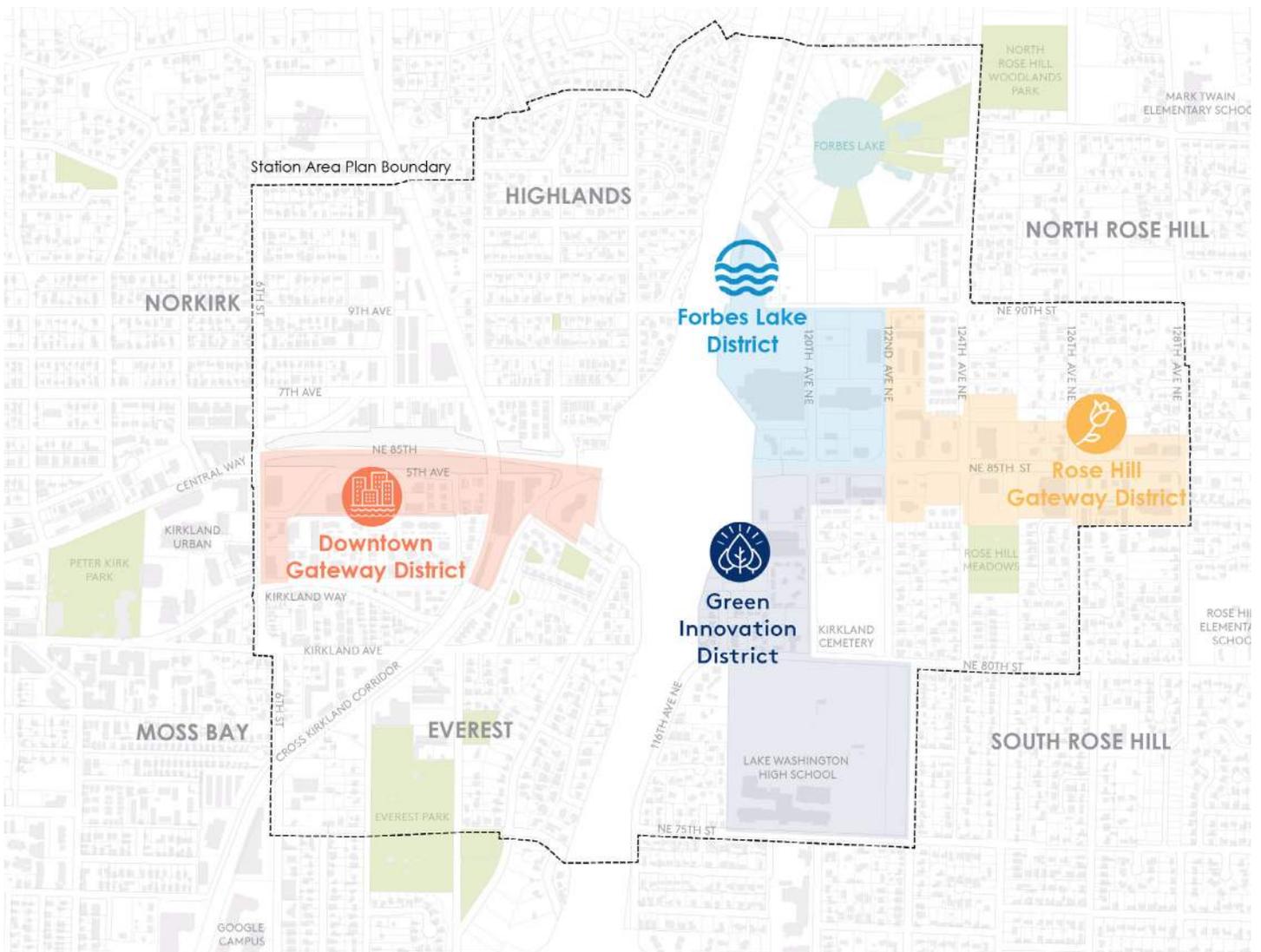
The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Kirkland’s physical assets and civic role. The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development



## 2 | Design Vision

The Station Area is a thriving, new walkable urban center with high tech jobs, plentiful affordable housing, sustainable buildings, and shops, and restaurants linked by transit. The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The highly visible integration of ecological systems within an urban setting set the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.

The Station Area design districts are comprised of four distinct character subdistricts as shown in Figure 01: The Green Innovation District, The Forbes Lake District, The Rose Hill Gateway District, and the Downtown Gateway District.



### 3 | Comprehensive Plan Design Direction

The urban design framework establishes a set of overarching goals, policies and strategies to shape future public and private development and investments in the district. The Station Area Design District is divided into four urban design subdistricts. While the design of public and private development will be guided in a manner that creates a cohesive identity for the Station Area, each subdistrict will evolve into its own unique neighborhood character and identity, described in more detail below.

**Goal - Focus growth in inclusive housing and jobs near transit.**

There is a mutually supportive relationship between transit ridership and the amount of housing, jobs, and services near transit. The Station Area Plan designates the areas closest to the future BRT Stride station as priority locations for increased development. Not only are these areas prime opportunities to broaden the mix of jobs and housing choices within the station area, this strategy focuses growth in a more sustainable, compact form. In addition, the areas closest to the future station on the east side of I-405 are reserved for taller office development. This serves a dual role of focusing growth in the City where residents and employees have the best access to high-capacity transit for the station and using larger office buildings as a buffer to protect residences from the noise and air pollution that come from high volume roadways like I-405.

**Policy - Establish a strong public realm network and transit-oriented community that puts people first.**

The vision for the station area includes a robust, vibrant public realm with a mix of active ground floor uses, generous sidewalks, and improved tree canopy. The urban design framework identifies key streets where a combination of public and private investments will create focal points and destinations for the district, the city, and the region. These include enhancing NE 85th

Street to a more urban street that becomes a place for people to engage, supporting retail-focused streets like 120th Ave NE near Forbes Lake, and neighborhood hubs like the 7th Ave corridor in Norkirk. Each of these focal points brings together recommendations around mobility, public realm, land use, sustainability, and building massing.

**Policy - Connect across barriers with a multi-modal transportation network.**

As a station area plan, it's particularly important to create a network of mobility options that connect transit users between the station and key services and destinations. Green midblock connections help break down large blocks into walkable distances. New and enhanced sidewalks and bikeways provide safe and comfortable walking and biking connections throughout the district. Finally, increased transit service, including the Stride BRT station and future King County Metro's K-line BRT, flexible parking policies, and strategic roadway capacity improvements provide a multi-faceted approach to mitigate congestion and accommodate travel needs and parking demand. This holistic approach to mobility is integrated into all aspects of the urban design framework.

**Policy - Leverage existing natural systems and resources, enhance ecosystem performance, and increase resilience.**

Like all of Kirkland, the station area is a rich natural environment with important ecological assets and opportunities to improve the sustainability and resilience of the district. Updated policies encourage stormwater management through on-site green infrastructure like bioswales in streetscapes and within larger developments. Street types in the form-based code will lead to increased tree canopy in the public realm, and ecological assets like Forbes Lake become the focus of a new boardwalk network and "trailhead" that's integrated into the streetscape at 120th Ave NE and NE 90th St.

**Policy - Ensure appropriate development scale with transitions to adjacent neighborhoods and design regulations.**

While planning for growth in the station area, supporting transitions in scale to adjacent neighborhoods is a key focus of the urban design framework. The form-based code regulates elements of massing and form to step down from larger commercial office blocks to mid-rise neighborhood mixed use development, and eventually to smaller “missing middle” infill. Special rules for transitions, landscaping requirements, and other policies further specify how new development should respond to the existing context. Additional design guidelines and the City’s Design Review process will ensure that building massing and details reflect a pedestrian-oriented district.



# 2.0

## Overview of Design Districts—

## 4 | Green Innovation District

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This vibrant, mixed use district is a model of innovation and place for community, students, and the workforce to connect. It transitions from shops and office uses to mixed use and residential buildings, to civic uses. Active transportation choices, connections to green space, and a walkable 120th Ave NE offer a healthy lifestyle.

The larger sites within this subarea should coordinate the phasing and organization of major redevelopment around new internal vehicular and pedestrian circulation systems with buildings orienting toward the internal circulation networks and adjacent streets. Large sites along NE 85th Street can provide a welcoming pedestrian and visual entrance to the District from the Stride BRT Station. These large sites

can provide their own pedestrian-oriented focal points that include a plaza area surrounded by shops or wide sidewalk areas along an interior access street.

Because this area allows some of the most intensive development in the Station Area, thoughtful design transitions from north to south and west to east are important to ensure that new development integrates into the surrounding land use context.



## 5 | Forbes Lake District

A walkable mixed-use district with opportunities for shops and office uses as well as mid-rise residential uses, organized around a green main street corridor with retail and active uses combined with small open spaces on 120th that connects to Forbes Lake. Biophilic design and visible water, energy, and biodiversity strategies tell the story of this place.

Similar to the Green Innovation District, large site developments in this District create opportunities to arrange development around complete internal circulation networks that provide a framework for building placement and arrangement of pedestrian open spaces and amenities. Development on NE 85th Street should also provide a welcoming pedestrian and visual entrance to the District.



## 6 | Rose Hill Gateway District

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A corridor-based gateway with a mix of active ground floors and mid-rise residential along NE 85th Street that focuses on creating a strong sense of arrival from Redmond with streetscape design, public art, and urban design features.

The District creates an environment where pedestrians and bicyclists can move comfortably along NE 85th Street. Corner treatments at each intersection, including an interaction of open spaces and building architecture, provide opportunities to create gathering places for the neighborhood and a distinct identity for the District.



## 7 | Downtown Gateway District

A gateway district to Downtown Kirkland via 6th St that emphasizes mid-rise residential and office uses along 6th and important bicycle and pedestrian connections along green pathways to and from the Stride BRT Station and the Cross Kirkland Corridor.



# 3.0

## Design Guidelines—

The Guidelines in Section 8 apply to all districts. Sections 9 – 11 identify Guidelines that are district-specific and respond to key locations defined in the City's Comprehensive Plan as requiring special attention.

## 8 | All Districts

Overall Intent: Create a pedestrian-oriented mixed use transit district.

### Site Planning

#### 1. Streetscape

Intent: Maintain a continuous and safe streetscape with a pedestrian-friendly character.

- In conjunction with the required street types, streets should contribute to the physical safety and comfort of pedestrians .
- Use design elements such as separate storefronts, pedestrian-oriented signs, exterior light fixtures, awnings, and overhangs to add interest and give a human dimension to street-level building facades.
- In general, buildings with active ground floor uses should be set as close as possible to sidewalk to

establish active, lively uses. Maintain a continuous street wall, limiting gaps to those necessary to accommodate vehicular and pedestrian access.

- Encourage recessed main building and/or shop entrances consistent with a traditional “main street” design that is inviting and promotes street-scape continuity.
- The corners of buildings located at street intersections should recess to promote visibility and allow for a collection of people.
- Allow larger buildings to recess from the sidewalk edge to allow for entry forecourts, provided street continuity is not interrupted along the majority of the block.



## 2. Public Spaces: Plazas, Courtyards, Terraces, and Gardens

Intent: Provide a friendly pedestrian environment by creating a variety of usable and interesting public and semi-public open spaces.

- Position plazas in visible locations on major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks. For large sites, development should be configured to create a focal plaza or plazas. Plazas should establish a relationship with the adjacent sidewalk or internal pathway to enhance visibility and accessibility.
- Incorporate plenty of benches, steps, and ledges for seating. A combination of permanent and moveable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, or people watching. Seating should also encourage use by individuals, small groups, and civic gathering where appropriate
- Provide storefronts, street vendors, or other pedestrian-oriented uses, to the extent possible, around the perimeter of the plaza
- Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants
- Incorporate pedestrian amenities, including:
  - pedestrian scaled lighting
  - special paving, such as integral colored/stained concrete, stone, brick, or unit pavers
  - specialty pedestrian scale bollards or other types of accent lighting
  - public art and/or water features
- Consider the solar orientation and wind patterns in the design of the open space and choice of landscaping to maximize outdoor comfort.
- Make plazas and courtyards comfortable for multiple types of human activity and social interaction – standing, sitting, talking, eating, etc.
- Create a sense of enclosure and space definition within outdoor spaces through a combination of building and landscape elements. Oversized spaces that lack definition are discouraged.
- Usable ground level, rooftop, and/or terrace open space should be provided for multifamily residential uses. Open space should be large enough to provide functional leisure or recreational activity and provide for a range of activities and age groups, including children’s play areas.



### 3. Pedestrian Connections and Wayfinding

Intent: Create a network of safe, attractive, and identifiable linkages for pedestrians and bicyclists.

- Provide clearly defined pedestrian connections at locations specified in the Zoning Code and Citywide Transportation Connection Map. Connections that are publicly accessible should be designed to be clearly recognizable as part of the pedestrian and bicycle network.
- Ensure that pathways are well illuminated. Pathways should provide added safety with abutting active uses and visibility from upper story uses wherever feasible.
- Wayfinding signage should be incorporated at key locations and intersections of pathways to help orient users to public and private destinations within the Station Area and City.
- Connections should be designed inclusively and be accessible to all. Where grade transitions are necessary, provide graceful physical and visual transitions through the use of landscaping, terraced planters, overlooking balconies, wide and inviting stairways, and other pedestrian connections. Stairs connecting to bikeways should include runnels to allow pedestrians to change grade with their bikes.



### 4. Lighting

Intent: Ensure that lighting contributes to the character of the Station Area, provides personal safety, and does not disturb adjacent developments and residences.

- Use City-approved fixtures for street lighting along City streets.
- Lighting elements throughout the Station Area and on adjoining rights-of-way should be coordinated, including public open spaces, accent lighting, and streets.
- Lighting should include non-glaring design, such as cut-off fixtures that avoid light spilling over onto other properties.
- Flood lighting of entire building facades should not be allowed.
- Lighting on upper levels should be sensitive to adjoining residences.



### 5. Screening of Trash and Service Areas

Intent: To screen trash and service areas from public view.

- All service, loading, and trash collection areas should be screened by a combination of planting and architectural treatment similar to the design of the adjacent building.
- Avoid locating service, loading, and trash collection facilities in pedestrian-oriented areas, including midblock connections.



## 6. Signs

Intent: Create signs that are creative, engaging, and effective for a variety of user groups, respond to a variety of spaces, and reflect the desired character for design districts.

Large site developments should create Master Sign Plans that are in keeping with the following design objectives:

- Signs should be complementary and integrated with the unique character of the specific areas or buildings where they are located.
  - Signs should be high quality and consistent with the contemporary urban character of comparable developments in Kirkland.
  - The design of buildings should identify locations, sizes, and general design for future signs.
- Where Master Sign Plans are required in KZC 57, the Master Sign Plan should include a hierarchy of elements based on function, such as:
    - site signs for entries, wayfinding, District identity
    - building signs for addressing and landmarking
    - tenant signs to encourage expressive individualization

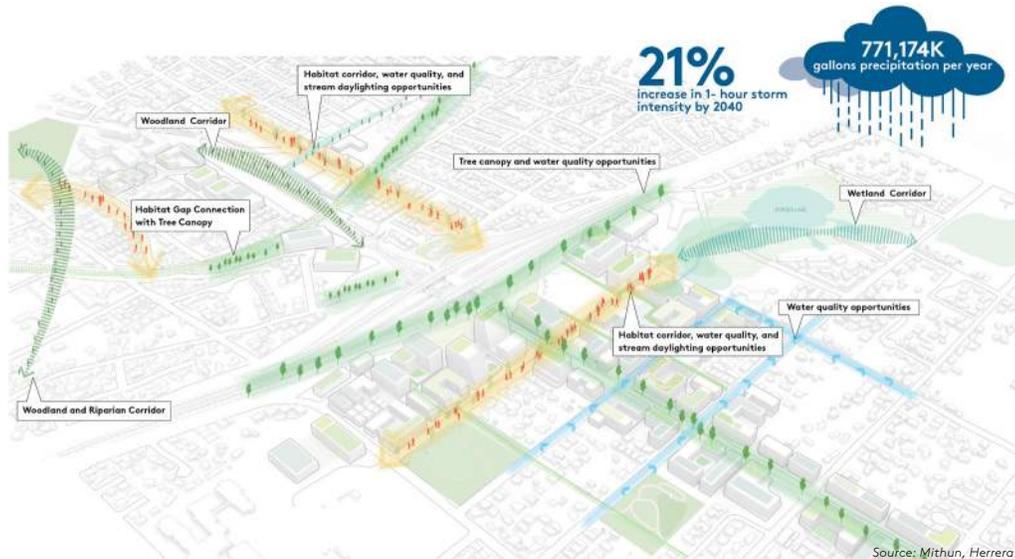
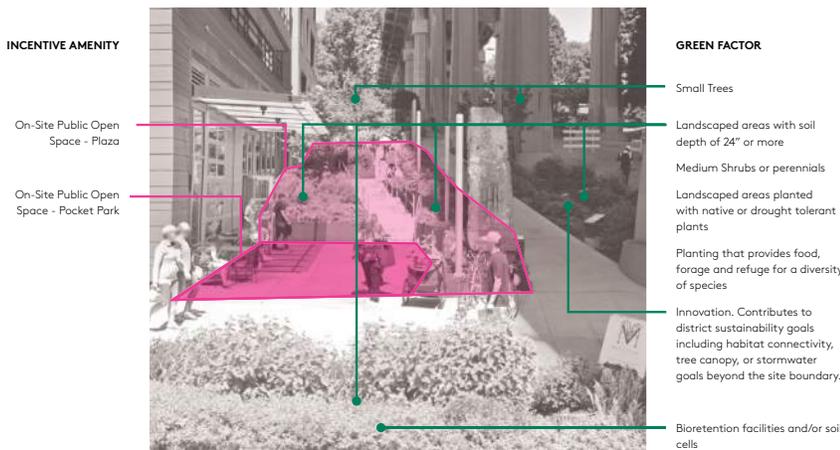


## 7. Landscaping

Intent: To enhance the visual quality of the urban environment and provide multi-benefit landscaping that provides beauty and high performance ecosystem functions.

- Project landscaping should incorporate the Green Factor requirements of KZC Chapter 57 into the overall project design. These sustainable landscape elements should be designed and implemented to provide a high level of ecosystem function in terms of urban heat island mitigation, biofiltration, reduced irrigation, and support for pollinators and other ecosystem benefits identified in the Chapter.

- In addition to ecosystem function, the Green Factor requirements should be integrated into building design elements like vertical and horizontal modulation to enhance design objectives. Large tree species planted with generous soil volumes can work with horizontal building modulations to enhance the effectiveness of façade breaks. Similarly, green roofs and terrace plantings can increase the effectiveness and visibility of vertical building modulations by softening the mass of upper stories and creating an interesting skyline.
- Encourage landscape elements such as rain gardens and Silva Cell installations that provide screens its faults while not blocking views of the business or signage.



## Building Design

### 1. Orientation to the Street

Intent: Ensure that buildings contribute to the liveliness of the Station Area’s public spaces, and overall community character.

- The following design treatments should apply to areas where retail and active use frontages occur:
- Streets and public spaces should be enlivened by storefronts, windows, merchandise, and other activity. Along appropriate street types, buildings should be designed with frequent entrances to encourage multi-tenant occupancy and walk-in traffic.
- Entrances: Principal building entry should be visible from internal or external streets and public space. Entries should be marked by large entry doors and/or canopy/portico/overhang.
- Transparency: To help provide a visual connection between activities, ground floor facades should provide high levels of transparency.
- Weather Protection : Where required, pedestrians weather protection should:
  - be constructed of durable materials
  - vary in design and respond to architecture of the building
  - have continuity, minimizing gaps



## 2. Massing/Articulation

Intent: Create a variety of form and massing through articulation and use of materials to maintain a pedestrian scale.

- Break down the scale and massing of larger buildings into smaller and varied volumes. This should occur through a combination of vertical and horizontal modulation and/or articulation at appropriate intervals. Modulation should be paired with changes in building materials and colors to strengthen these massing moves. Avoid excessive changes in modulation, material choice, or color that distracts from the larger architectural concept.
- Design departures and minor variations from Maximum Façade Widths specified in the Zoning Code are appropriate where different massing strategies are used to provide similar or superior visual relief at the ground level to create a comfortable pedestrian scale and appropriate modulation is expressed in upper levels of the façade.
- All building faces should be responsive to the context of the surrounding environment and neighboring buildings. Utilize elements from neighboring buildings to establish a datum that can inform changes in material, modulation, articulation, or other changes in mass or façade.
- Design all sides of the building with care.
- Buildings should distinguish a strong “base” using articulation and materials that connect it to the ground plane. The base should include regulating lines and rhythms to create a pedestrian-scaled environment appropriate for its street frontage. Design departures and minor variations from Maximum Street Level Façade Widths may be appropriate where alternative design solutions result in an improved building base design solution.
- Provide clear pattern of building openings. Windows, balconies, and bays should unify a building’s street wall and add considerably to a façade’s three-dimensional quality.
- Ribbon windows and extensive use of mirrored glass are discouraged.



- Employ major architectural expressions into the facade, roof form, massing, and orientation, such as tower forms, oversized windows, and entrances to demarcate gateways and intersections. Strong corner massing can function as a visual anchor at key locations within the District.
- Building modulation and articulation should be employed to break up long facades and create a visual interest unique to each building. The type of modulation should be determined by the overall design concept for each building, using dimensions from window sizes, column spacing, rain screen paneling, etc. to determine a distinct design solution.
- Facades that are stepped back should be distinguished by a change in elements such as window design, railings, trellises, details, materials, and/or color so that the result is a richly organized combination of features that face the street.
- Roof Silhouettes: Express roofs in varied ways. Consider potential views of roof tops from adjacent buildings. Avoid monotonous design.
- Locate and/or screen rooftop equipment so that it is not visible from public spaces. Integrate rooftop screening into building's form.
- Sustainability features such as solar panels, wind power, and fresh air ventilation shafts should be thoughtfully placed and integrated into the building design, but these features are to be encouraged and the function should not be diminished by these guidelines.
- Green building certification programs, such as Passive House, that strive for ultra-high energy efficiency may require efficient building envelope configurations that can challenge the desired vertical and horizontal building modulation measures prescribed in these Guidelines. The Design Review Board should work collaboratively with applicants consider the project's desired sustainability certification outcomes and ensure that these guidelines do not preclude certification.



### 3. Parking Garages

Intent: Mitigate the intrusive qualities of parking garages in pedestrian areas.

- Visible parking structures should generally be located away from public sidewalks and through block pathways. Where this cannot occur, design strategies such as intervening ground-level retail uses, dense landscaping, comfortable pedestrian spaces, and/or attractive facade treatments should be required.
- Design and site parking garage entries to complement, not subordinate the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.
- Utilize similar architectural forms, materials, and/or details to integrate the garage with the development.



### 4. Blank Wall Treatments

Intent: Reduce the visual impact of blank walls by providing visual interest.

- Although blank walls are generally not encouraged along public streets and pedestrian spaces, there may be a few occasions in which they are necessary for functional purposes. Any blank walls longer than 20 feet should incorporate two or more of the following to provide visual interest:
  - vegetation, such as trees, shrubs, ground cover and or vines adjacent to the wall surface
  - artwork, such as bas-relief sculpture, murals, or trellis structures
  - seating area with special paving and planting
  - architectural detailing, reveals, contrasting materials, or other special visual interest



### 5. Encourage High-Quality Design

Intent: Ensure that all buildings in the Station Area are constructed as a quality addition to the Kirkland Community.

- Exterior architectural design and building materials should exhibit permanence and quality appropriate to Kirkland's urban setting.



## 9 | Green Innovation District

Intent: Respond to the important location and significant development opportunities of this District by establishing critical connections and innovative design solutions that will catalyze development throughout the Station Area.

### Site Planning

- Site features, landscape elements, and architectural statements should welcome pedestrians and bicyclists to the District from the Stride BRT Station and create obvious connections for them to get to their destinations within this District or elsewhere in the community.
- Include land forming techniques such as berming and large, dense plantings along the freeway to reduce visual, air quality, and noise impacts to adjoining development and the neighborhood as a whole.
- Establish a series of landscaped open spaces arranged along the pedestrian network in the district to create comfortable pedestrian spaces among the larger building forms in the District.
- Design for an engaging pedestrian experience along the street level floor of buildings to create

a seamless transition between the public realm (back of public sidewalk) and adjoining private development. This should take the form of variability in sidewalks widths, modulations of the building faces, and wider areas for pedestrian space and landscape areas.

- The corner at the NE 85th Street and 120th Avenue NE intersection should include a meaningful open space treatment to create a gathering space as well as a gateway to the District for the community. Corner building treatments should accentuate the space and help define the gateway.
- 120th Avenue NE is envisioned as a major pedestrian spine from NE 80th Street to NE 90th Street. Frontages should orient buildings, open spaces, driveways, and other site elements in such a way as to support the pedestrian activity intended for this street.
- Transitions from the Commercial Mixed Use District to the Neighborhood Mixed Use District should create opportunities for future shared open space and shared pathways to ensure long term cohesiveness for residents and employees of this District.



## Building Design

- The following design techniques should be incorporated into projects to minimize the dominance of large single occupant structures:
  - individual building footprints should be separated by open space, or include design strategies to create distinct buildings
  - multiple tenant spaces on the ground floor of structures abutting pedestrian or vehicular routes
  - stepping back of upper stories adjacent to areas with lower allowed heights
  - providing openness by limiting the floor area on upper stories, separating the individual buildings, and providing ample building modulation
- The following principles should ensure that buildings are distinct and respond to the unique location

within large, multi-building projects:

- buildings should be designed to integrate with each other, while demonstrating architectural diversity. Buildings should be responsive to context of the surrounding environment and neighboring buildings
- materials should be selected to integrate with each other and to help provide a richness of architectural diversity
- windows should incorporate variation of patterning between buildings
- In addition to complying with guidelines for parking garages, visible parking podiums should be integrated with the architecture of buildings above in terms of façade treatments and materials.



A Rich Network of Mobility Options

## 10 | Forbes Lake District

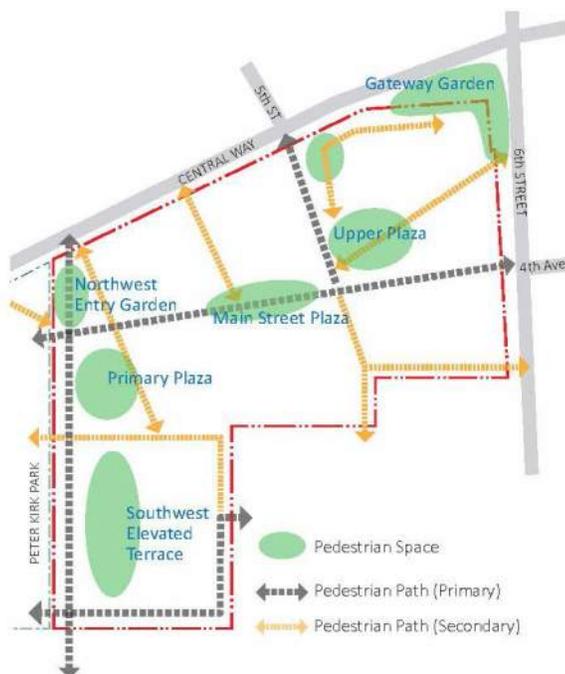
Intent: Establish 120th Ave NE as a pedestrian-oriented main street for the District and as a visual and ecological connection to Forbes Lake Park.

### Site Planning

- As with the Green Innovation District, this District should include site features, landscape elements, and architectural statements welcoming pedestrians and bicyclists to the District from the Stride BRT Station and create obvious connections for them to get to their destinations within this District or elsewhere in the community.
- Large development sites should be master-planned to provide coordinated development. The master plans should be pedestrian oriented and incorporate design standards such as:
  - buildings and retail storefronts oriented primarily to external frontages to activate the public realm. If there are internal pedestrian and vehicular routes within the site, orient buildings to engage with these internal routes through façade treatments, landscape design, and other elements to support a pedestrian-friendly environment. Internal routes should also connect

to surrounding streets with clearly identifiable building and pedestrian access points and entryways to adjacent streets and internal pedestrian pathways

- design techniques to prevent the dominance of large single occupant structures, such as use of smaller building footprints, multiple tenant spaces on each floor of a structure abutting a street, stepping back of upper stories along NE 85th Street and
- incorporate useable public spaces, plazas or pocket parks, and public amenities, such as art, sculptures, fountains, or benches
- use landscaping to emphasize entries into buildings, pedestrian areas, and pedestrian routes to enhance public spaces, parking areas, and to screen blank walls and service areas.
- placement of loading and service areas shall be located away from NE 85th Street and pedestrian areas
- The corners at the NE 85th Street/120th Avenue NE and at 120th Avenue NE/122nd Avenue intersections should include open space treatments to create



Conceptual Master Plan Example - Kirkland Urban

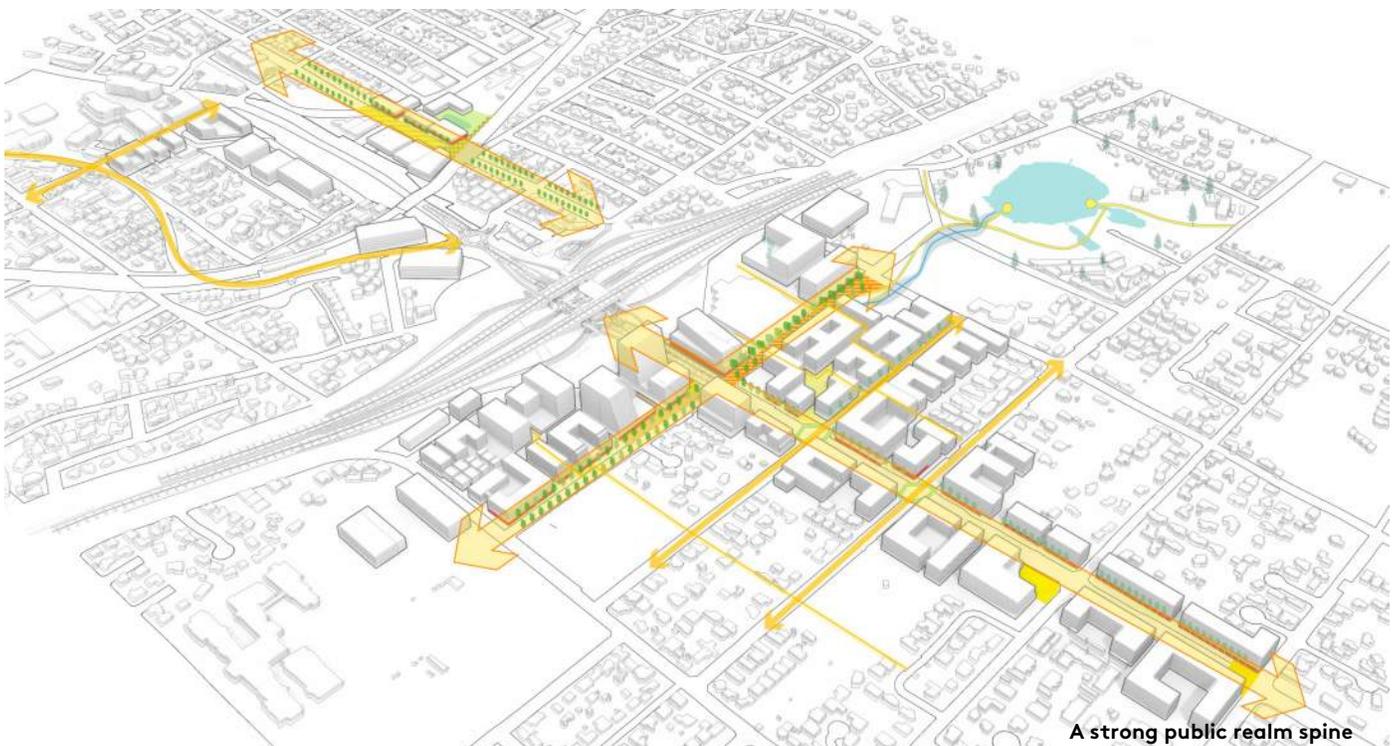


gathering spaces as well as gateways to the District for the community. Corner building treatments should accentuate the spaces and help define the gateway.

- Along 120th Avenue NE, buildings should present an active, transparent, continuous, and pedestrian oriented street edge. The street level floor of buildings should create a seamless transition between the public realm (back of public sidewalk) and adjoining private development. This should take the form of variability in sidewalks widths, modulations of the building faces, and wider areas for outdoor dining, pedestrian space, and landscape areas.
- Projects should include berming and large, dense plantings along the freeway to reduce visual, air quality, and noise impacts to adjoining development and the neighborhood as a whole.
- The north end of the District should include landscape and open space features that both transition to and leverage the opportunity created by Forbes Lake Park and future nonmotorized connections to the neighborhoods to the north.

### Building Design

- The design techniques prescribed for the Green Innovation District are also applicable in this District.



## 11 | Rosehill Gateway District

Intent: Establish a gateway into the Station Area from point east while also creating a neighborhood hub defined by active streetscapes and pedestrian connections into adjoining neighborhoods.

### Site Planning

- The street corners along NE 85th Street within this District provide special opportunities for visual punctuation and an enhanced pedestrian environment. They should include the following considerations:
  - encourage design treatments that emphasize street corners through the use of building location and design, plaza spaces, landscaping, distinctive architectural features, and/or signage
  - incorporate storefronts directly at 124th, 126th, and 128th street corners to reinforce the desired pedestrian-oriented character of the District
  - Encourage special landscaping elements on all street corners in the District. Such landscaping elements should incorporate a variety of plant types and textures that add seasonal interest
  - encourage all buildings located at or near street corner to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale. This could include a raised roofline, turret, corner balconies, bay windows, special awning or canopy design, and/or distinctive use of building materials
- Minimize the number of curb cuts into a development, particularly off of NE 85th Street. To the extent possible, adjacent developments should share driveways.
- Develop an efficient internal vehicular access system that minimizes conflicts with pedestrians and NE 85th Street traffic flow.
- Configure development to provide interior vehicular connections to adjacent uses, where desirable. Where current connections to adjacent uses are not feasible, but desirable in the future, configure development to provide the opportunity for a future connection, should the adjacent site be redeveloped.
- Encourage the use of rose bushes in highly visible locations together with other plants to reinforce the identity of the Rose Hill neighborhood (low maintenance and drought tolerant varieties).



## 12 | Downtown Gateway District

Intent: Establish the urban design and nonmotorized transportation connectivity between Downtown Kirkland, the Stride BRT Station, and the Station Area Districts to the east of the freeway.

### Site Planning

- As with other quadrants of the Station Area that adjoin the Stride BRT Station, redevelopment to the southwest of the Station should include site features, landscape elements, and architectural statements welcoming pedestrians and bicyclists to the District from the Stride BRT Station and create obvious connections for them to get to their destinations within this District or elsewhere in the community.
- Redevelopment along the Cross Kirkland Corridor should provide a strong open space, pedestrian, and bicycle orientation toward the Corridor, including:
  - enhancement of designated public connections
  - avoiding blank facades and service areas
  - establishment of green open space opportunities

- The existing east-west pedestrian and bicycle network should be improved with multi use pathways. Where steep grades require stairs, bicycle runnels should be included to make it easier for those with bikes to make the transition.

### Building Design

- Buildings along NE 85th Street should explore opportunities to connect to sidewalk and bicycle improvements along the street to create an improved streetscape and access to the Stride BRT Station.



The City of Kirkland

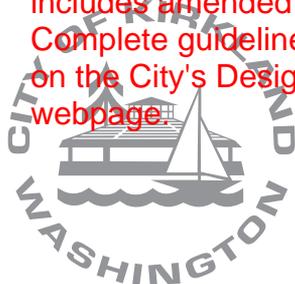
# Design Guidelines

## For Pedestrian-Oriented Business Districts



*A night out at downtown Kirkland's Park Lane*

Updated to incorporate guidelines for the Rose Hill Business District RH 8 Zone. This document only includes amended sections. The Complete guidelines are available on the City's Design Review Board webpage.



Adopted by the City Council pursuant to Kirkland Municipal Code Section 3.30.040.

Dated August 3, 2004

Updated: March 15 2022, O-4785

Attest:

Penny Sweet,  
Mayor

Adam Weinstein  
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- Visual Quality of Landscapes
- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Views of Water
- Culverted Creeks

The Illustrations throughout this document are provided by MAKERS.

- ◆ Enhance the gateway at the corner of NE 68th Street and 108th Avenue NE.
- ◆ Provide gathering spaces and relaxation areas within the center.

The following guidelines do not apply to the Neighborhood Center:

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

## Purpose of the Design Guidelines for Neighborhood Business Districts

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

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

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

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

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

The following guidelines do not apply to these districts:

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

## Purpose of the Design Guidelines for the Bridle Trails Neighborhood Center (BCX Zone)

The Bridle Trails Neighborhood Plan was adopted in late 2018 by the City Council. The Neighborhood Plan encourages redevelopment of the Bridle Trails Neighborhood Center into a lively pedestrian-oriented, transit-supportive, mixed-use residential and commercial neighborhood center.

The design guidelines are intended to further the following design objectives described in the Plan for neighborhood center and summarized below:

- ◆ Careful attention to architectural scale, massing and upper story step backs, pedestrian orientation and connections, compatibility with surrounding residential uses and commercial uses across NE 70th Street, building modulation, and use of materials to reduce the appearance of bulk and mass.
- ◆ Buildings are oriented to adjoining rights-of-way and internal pedestrian pathways.
- ◆ Green building standards and sustainable site

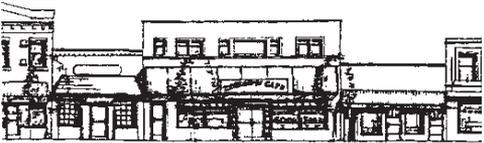
## Purpose of the Design Guidelines for Rose Hill Business District 8

The Rose Hill Neighborhood Plan envisions this area east of 128th Avenue NE as an area with less intensive office, neighborhood retail, and neighborhood services uses. The area features a mix of smaller scale uses oriented towards both the regional and local population. The style of development should be more residential in character including conversion of single family homes into commercial businesses. Nearly all buildings should feature pitched roofs and porches or smaller covered entries. Over time, many smaller sites should be consolidated to maximize development opportunity and share vehicular access and parking. The design guidelines provide a number of street frontage options for businesses. In the future, the resulting development will be a mix of storefronts directly on the street, storefronts with small landscaped setbacks, businesses maintaining parking in front, and multi-story buildings with parking underneath.

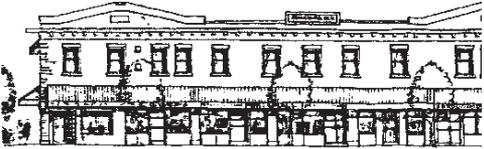
### Special Considerations for Rose Hill Business District 8

Incorporate transparent windows and doors and weather protection features along all non-residential facades adjacent to a sidewalk or internal pathway. Weather protection features could include awnings, canopies, marquees, or other permitted treatments. Alternative treatments may be considered if they meet the objectives. For example, reduced transparency and weather protection levels may be considered if an alternative configuration provides other amenities above and beyond what is required by KZC Chapter 92 and the Design Guidelines and, if building details or architectural treatments provide interest at close range and won't "deaden" the pedestrian environment or create a potential safety problem.

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**Nonuniform Awnings and Facades  
(Recommended for Pedestrian Oriented Streets)**



#### Guideline

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

### "Pedestrian-Friendly" Building Fronts

#### Issue

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

#### Discussion

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



should be at least 50 percent of the surface.

- ◆ Provide artwork on the surface.

#### Guideline

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

### Special Consideration for Downtown Kirkland - Glazing

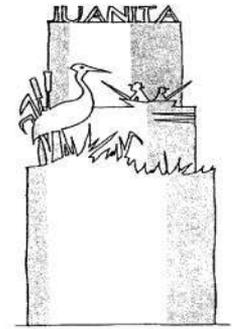
Building frontages along pedestrian-oriented streets in the Central Business District should be configured to have a 15' story height to ensure suitability for diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront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

#### Guideline

*Storefronts along pedestrian-oriented streets should be highly transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.*

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

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



## Special Considerations for the Market Street Corridor

An historic style of street light should be used to reflect the nature of the 1890's buildings in the historic district at 7th Avenue and Market Street. These lights may also be used along other stretches of the corridor, particularly in the area between the Historic District and the Central Business District.

## Special Consideration for Houghton/Everest Neighborhood Center

Pedestrian lighting should be provided along school walk routes and all pedestrian oriented streets in the center.

## Entry Gateway Features

### Issue

The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts. Entry points differ in topography, available space, and surrounding visual character; nevertheless, gateway features should be reinforced by a unified design theme. Gateway features can be different in size or configuration, yet still incorporate similar materials, landscaping, graphics, and design elements.

### Discussion

The gateway features should frame and enhance views. Large sign bridges or flashing graphics would dominate the view and are inappropriate. Consistent elements that could be incorporated at all entry points might include:

- ◆ Distinctive landscaping such as floral displays or blue-green colored evergreen foliage.
- ◆ Multicolored masonry, perhaps forming a screen or wall on which an entry sign is placed.
- ◆ A distinctive light such as a column of glass block or cluster of globes.
- ◆ A unifying device such as the district's logo. In Downtown Kirkland, for example, a triangular sail logo could be a metal weather vane or an actual fabric sail on a steel armature.
- ◆ A repetitive element such as a series of closely spaced sails or lights.

- ◆ A trellis incorporating landscaping. A trellis or arbor is adaptable to space constraints.
- ◆ Similar artwork such as a different animal or bird sculpture at each entry.

### Guideline

*Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district.*

### Special Consideration for Downtown Kirkland

The transit center is another “gateway” experience. The center should be a focal feature that provides comfort and amenities for transit users. Some form of shelter with a strong architectural identity should be pursued.

### Special Consideration for Juanita Business District

The entry features should be “identity-giving elements” that reflect the business district and Juanita Bay. If successful they can become an identifying symbol or logo for the district and an attraction in themselves.

### Special Consideration for North Rose Hill Business District

Use public art and private efforts to establish gateway features that strengthen the character and identity of the neighborhood. Use landscaping, signs, structures or other features that identify the neighborhood.

At the southwest corner of NE 116<sup>th</sup> Street and 124<sup>th</sup>

### Special Considerations for Rose Hill Business District 8

Incorporate entry gateway features in new development on NE 85th Street at 132nd Ave NE. Gateway features should incorporate some or all of the following:

- \* Distinctive landscaping including an assortment of varieties of roses.
- \* Artwork (e.g. vertical sculpture incorporating historical information about Rose Hill).
- \* A gateway sign with the City logo.
- \* Multicolored masonry forming a base for an entry sign.
- \* Decorative lighting elements.

## Guideline

*Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking.*

### Special Consideration for Downtown Kirkland

Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The *Downtown Plan* calls for limiting the number of vehicle curb cuts.

### Special Consideration for Juanita Business District and North Rose Hill Business District

Shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts. The Juanita Business District Plan also encourages shared parking/service areas in Land Use Area JBD-1. This is particularly critical in TL 2, where buildings should front on 120<sup>th</sup> Avenue NE to foster the desired pedestrian-oriented environment.

### Special Consideration for the Totem Lake Business District Core

Throughout the Totem Lake Business District Core, parking areas located between the street and the building should be discouraged. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.

### Special Considerations for Houghton/Everest Neighborhood Center

Consolidate driveways within the neighborhood center, especially existing driveways that are currently closely spaced. Restrict or mitigate surface parking between buildings and the Cross Kirkland Corridor.

## Circulation Within Parking Lots

### Issue

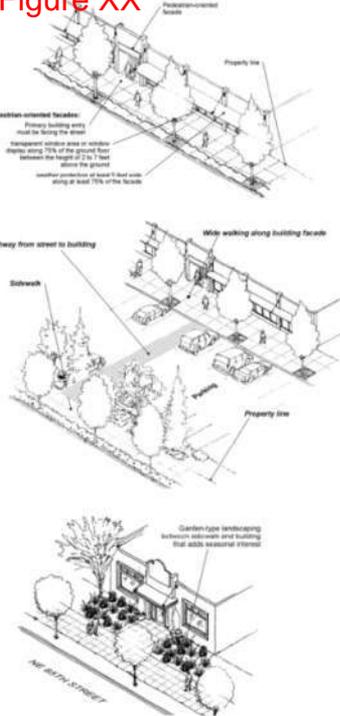
Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked. Parking lots should be combined to reduce

- D** **Special Considerations for Rose Hill Business District 8**
- V** Encourage development to locate and orient buildings towards the street with parking to the side or the rear.
- P:** At a minimum this should include:
  - T** • Non-residential facades located directly adjacent to the sidewalk or buildings featuring a modest landscaped front yard area or plaza area between the sidewalk and the façade.
  - cl** • Primary building entries and windows facing the street.
  - p:** • Landscaping trimmed to maintain visibility between the sidewalk and the building.
  - P:** Office and residential developments are encouraged to locate and orient buildings towards an interior open space or courtyard, where space allows. In this scenario, primary building entries may orient towards the open space provided there is direct visibility into the open space from the sidewalk. Windows should be provided on the street façade. Buildings may be located towards the rear of the property provided they meet landscaping, parking, pathway, and façade standards along the front (see Figure XX).
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Figure XX

### Special Downtown

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Kirkland, efficient are a top priority. e core area that ximately 3/4 to 1 red berms.

### Parking Issue

Parking of space continu be locat landscap

ire vast quantities gs, and destroy the arking lots should this is not possible, creen parking lots.

Figure 19. NE 85<sup>th</sup> Street frontage options for the East End properties. The option in the middle with the parking lot in front, is the least preferred option. Note the required pedestrian elements and landscaping features.

### Special Consideration for Downtown Kirkland

Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.

### Special Consideration for the Totem Lake Business District Core

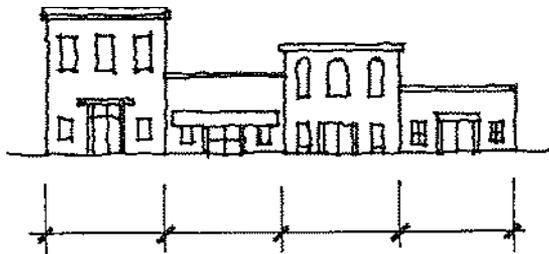
Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated with the building and not “tacked on”.

### Building Modulation – Vertical Issue

Vertical building modulation is the vertical articulation or division of an imposing building facade through architectural features, setbacks, or varying rooflines. Vertical modulation adds variety and visual relief to long stretches of development on the streetscape. By altering an elevation vertically, a large building will appear to be more of an aggregation of smaller buildings. Vertical modulation is well-suited for residential development and sites with steep topography.

#### Discussion

Urban design guidelines should address vertical modulation in order to eliminate monotonous facades. Vertical modulation may take the form of balcony setbacks, varied rooflines, bay windows, protruding structures, or vertical circulation elements – the technique used must be integral to the architecture.



*Vertical modulation in urban setting*

### Special Considerations for Rose Hill Business District 8

Site and orient multi-story buildings to minimize impacts to adjacent single family residents. For example, if a multi-story building is located near a single family property, provide landscaping elements and/or minimize windows and openings to protect the privacy of adjacent homes. Another consideration is to increase upper level building setbacks.

#### Guideline

*Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.*



*This building uses both horizontal and vertical modulation to add interest and reduce its visual bulk.*

### Special Considerations for the Totem Lake Business District Core

Since greater heights are allowed in TL 1 than elsewhere in the city, the impacts of increased height are a concern. Impacts associated with taller buildings are generally ones of reduced open space and privacy, shadowing and loss of light.

Massing of development in slimmer but taller towers rather than in shorter, wider buildings presents an opportunity to create open space between existing buildings, particularly when buildings step back from property lines and neighboring structures. For new buildings to fit in to the existing setting, a balance between higher and lower structures should be maintained.

To preserve openness between structures, separation between towers, both on a development site and between adjacent properties, should be provided. The specific separation should be determined based on height, relation and orientation to other tall structures, configuration of building mass and solar access to public spaces.

Taller buildings or “towers” in TL 1 should have relatively compact floor plates. The use of towers above a two-three story podium creates a varied building footprint and the perception of a smaller overall building mass. When the building’s mass is instead concentrated in lower buildings with larger floor plates, greater emphasis should be placed on open space and plazas to provide relief at the pedestrian level.

Design treatments used in the upper portion of a building can promote visual interest and variety in the Totem Lake Business District Core skyline. Treatments that sculpt the facades of a building, provide for variety in materials, texture, pattern or color, or provide a specific architectural rooftop element can contribute to the creation of a varied skyline.

### Special Considerations for Neighborhood Business Districts, Finn Hill Neighborhood Center (FHNC) and the Houghton/Everest Neighborhood Center, Bridle Trails Neighborhood Center (BCX Zone) Issue

Because these districts are typically integrated into residential areas, the design should reflect the scale of the neighborhood by avoiding long façades without visual relief.

#### Guideline

**Façades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all floors above the ground floor combined with changes in color and material.**

### Building Modulation – Horizontal Issue

Horizontal building modulation is the horizontal articulation or division of larger building façades. The lower portion of a multi-story building should incorporate pedestrian-scale elements and a strong base. The top of the building should incorporate distinctive roof treatments. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Horizontal modulation is well suited to downtown areas and automobile-oriented streetscapes where the development of tall building masses is more likely.

### Discussion

A lively urban character uses a variety of architectural forms and materials that together create an integrated pattern of development with recurring architectural features. Horizontal awnings, balconies, and roof features should be incorporated into new development provided that their appearance varies through the use of color, materials, size, and location.



### Special Considerations for Rose Hill Business District 8

Because of the proximity to low density areas, a combination of vertical modulation techniques to reduce the architectural scale of buildings is desirable to provide visual relief for the surrounding residential neighborhood. Modulation is encouraged at 30 foot intervals. Alternatives will be considered provided they meet the intent of the guidelines.

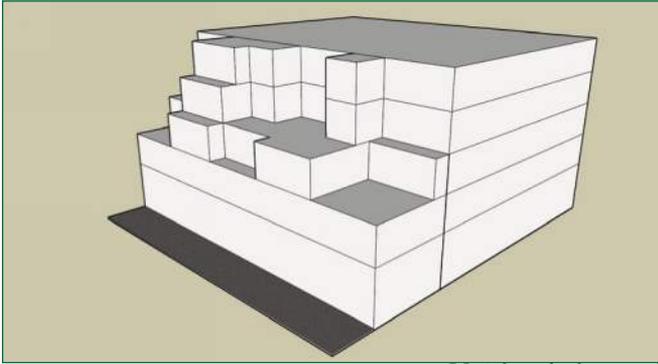
*Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.*

### Special Consideration for Downtown Kirkland

Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.

### Special Consideration for Building Massing in Central Business District 1 (CBD 1A & 1B) and the Houghton/Everest Neighborhood Center - Upper Story Step Backs, Bridle Trails Neighborhood Center (BCX Zone) Issue

Taller buildings can negatively affect human scale at the street level and should be mitigated. Upper story step backs provide a way to reduce building massing for larger structures. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.



*Varied step back approach*

- ◆ In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.
- ◆ Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street.
- ◆ Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.
- ◆ Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.
- ◆ Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key facades. Special attention to maintain an activated streetscape is important in these areas

### Special Considerations for Rose Hill Business District 8

Encourage buildings to utilize architectural styles common to neighboring residential areas. This includes hipped or gabled roofs, front porches or covered entries, and fenestration patterns that relate to adjacent single family homes.

the following principles:

- ◆ Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings).
- ◆ The space should appear and function as public space rather than private space.
- ◆ A combination of lighting, paving, landscaping and seating should be utilized to enhance the pedestrian experience within the public open space.
- ◆ Public open space should be activated with adjacent shops, outdoor dining, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.

- ◆ Where substantial open space “trade-offs” are proposed, site context should be the primary factor in the placement of the public open space (e.g. important corners, solar access).

### Guideline for CBD 1A & 1B only - Building Cantilevering Over Sidewalks

*Buildings may be allowed to cantilever over sidewalks if a sidewalk dedication and/or easement is required consistent with following guidelines:*

- ◆ The total length of cantilevered portions of a building should be no more than 1/3rd of the entire length of the building façade. The cantilevered portions of a building should be spread out and not consolidated in a single area on the building façade.
- ◆ Unobstructed pedestrian flow should be maintained through the subject property to adjoining sidewalks.
- ◆ Space under the building cantilever should appear and function as part of the public realm.
- ◆ The sense of enclosure is minimized.

### Special Considerations for Neighborhood Business Districts and FHNC

#### Issue

Where buildings are close to the street in these neighborhood areas, vertical building massing can negatively affect human scale at the street level. Upper story step backs provide a way to reduce building massing. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.

#### Guideline

*Above the ground floor, buildings should utilize upper story step backs to create receding building forms as building height increases. Rather than a rigid stair step approach, varied step back depths and heights should be used to create well modulated façades and usable decks and balconies overlooking the street.*

#### Issue

Within the South Rose Hill Neighborhood Plan, additional mitigation of scale impacts is called for.

#### Guideline

*Building height, bulk, modulation, and roofline design should reflect the scale and character of adjoining single-family development.*

# Color

## Issue

Color bolsters a sense of place and community identity (e.g., white New England villages, adobe-colored New Mexico towns, limestone Cotswold villages). Kirkland should consider emphasizing the existing color scheme and developing a unified design identity.

## Discussion

A variety of colors should be used in Kirkland. By no means should design be limited by overly-restrictive guidelines dictating color use. Based on Kirkland’s existing color scheme, the following general guidelines can prevent garish, incongruous colors from being inappropriately applied or juxtaposed to more subdued earth tones and colors.

- ◆ Where appropriate, use the natural colors of

### Special Considerations for Rose Hill Business District 8

Encourage design treatments that emphasize street corners through the use of building location and design, plaza spaces, landscaping, distinctive architectural features, and/or signage. Incorporate storefronts directly at the 128th street corners to reinforce the desired pedestrian-oriented character of the district.

Encourage special landscaping elements on all street corners including a variety of plant types and textures that add seasonal interest. Encourage all buildings located at or near street corners to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale. This could include a raised roofline, turret, corner balconies, bay windows, special awning or canopy design, and/or distinctive use of building materials.

### Neighborhood Center (BCX Zone)

Special attention to the use of colors and materials should be used on a building's upper stories to reduce the appearance of taller buildings.

## Street Corners

### Issue

Street corners provide special opportunities for visual punctuation and an enhanced pedestrian environment. Buildings on corner sites should incorporate architectural design elements that create visual interest for the pedestrian and provide a sense of human proportion and scale.

## Discussion

Corners are crossroads and provide places of heightened pedestrian activity. Rob Krier notes that: “The corner of a building is one of the most important zones and is mainly concerned with the mediation of two facades.” Corners may be accentuated by towers and corner building entrances.



## Guideline

*Buildings should be designed to architecturally enhance building corners.*

### Special Consideration for Downtown Kirkland

Special attention should be paid to both the design and detailing of new buildings on corner sites in the pedestrian oriented design districts. Existing buildings could incorporate some of these elements (human-scale and visual punctuation) through the use of such elements as awnings and well-designed signs at the corner.

Downtown Kirkland has several “T” intersections, and the building located at the terminus of the street view corridor presents a high-visibility opportunity for special architectural treatment.

The corner of Central Way and Third Street marks a prominent gateway to the core area as well as the Downtown Transit Center and deserves special design emphasis.

### Special Consideration for Houghton/Everest Neighborhood Center

The corner of NE 68th Street and 108th Avenue NE provides a gateway to the Neighborhood Center. Buildings at this corner should be designed to enhance this gateway with elements such as building setbacks and step backs, architectural features, public open space, view preservation and art (see also Design Guidelines for Entry Gateway Features). Building frontages should encourage street level pedestrian activity.