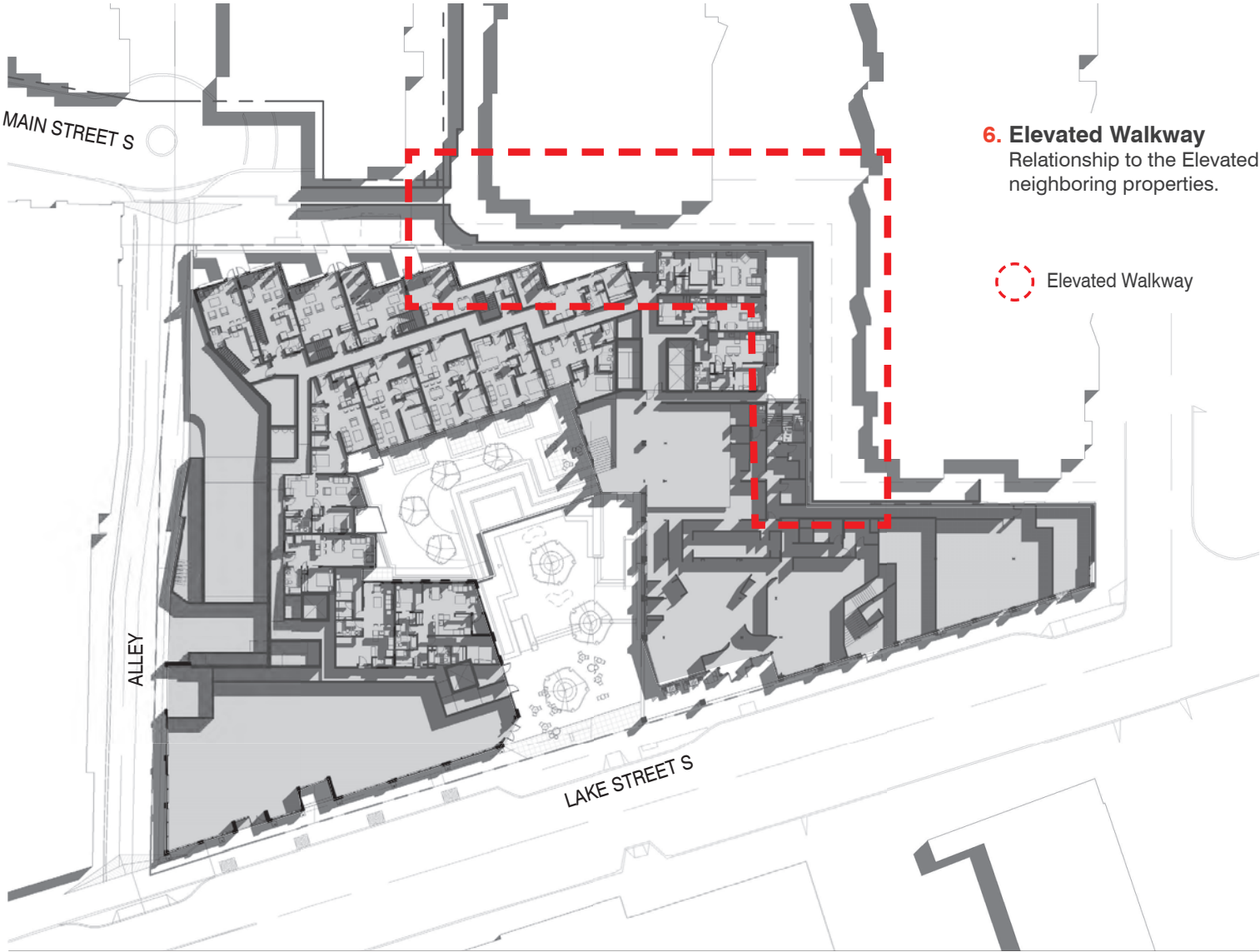



6. ELEVATED WALKWAY | SITE PLAN



6. Elevated Walkway
Relationship to the Elevated Walkway and neighboring properties.

 Elevated Walkway



6. ELEVATED WALKWAY | PERSPECTIVES



^ VIEW FROM ELEVATED WALKWAY, LOOKING WEST



^ VIEW FROM ELEVATED WALKWAY, LOOKING NORTH



1
BAY MODULATION

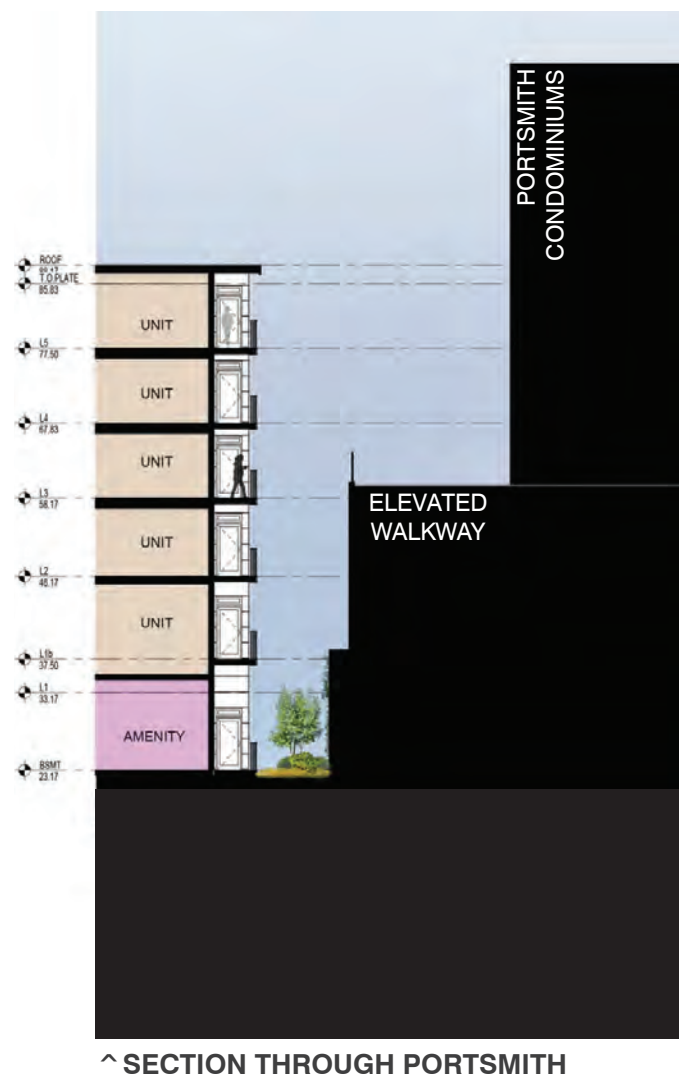
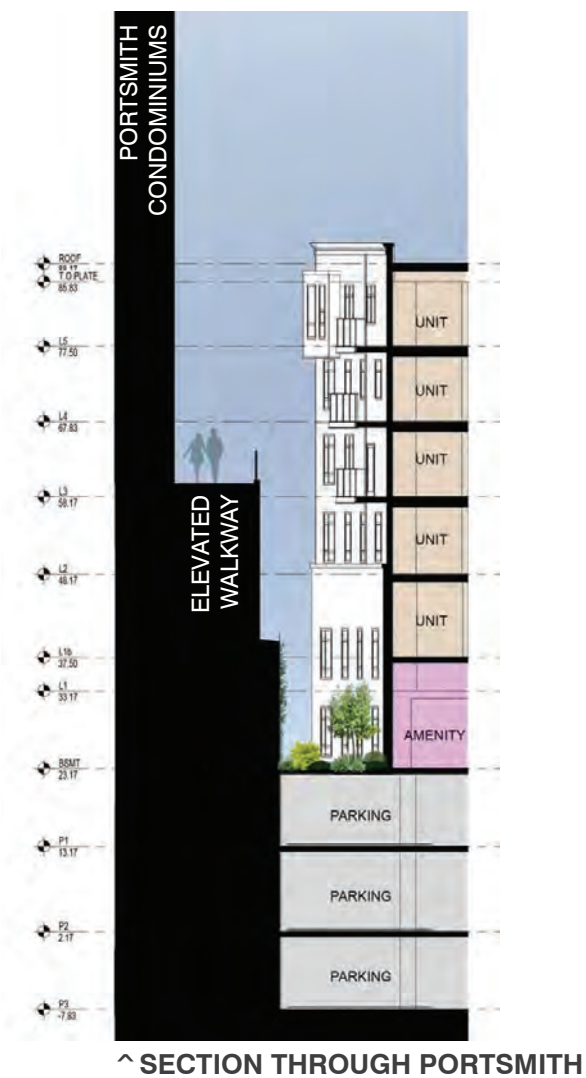
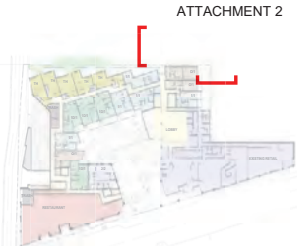


2
EXPANSIVE DECKS



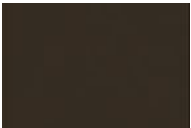
3
GROUPED WINDOWS

6. ELEVATED WALKWAY | SECTIONS



6. ELEVATED WALKWAY | MATERIAL PALETTE

LAKE STREET



(G) BRONZE WINDOW FRAMES



(K) LIGHT BROWN FCP



(D) LIGHT ADOBE FCP



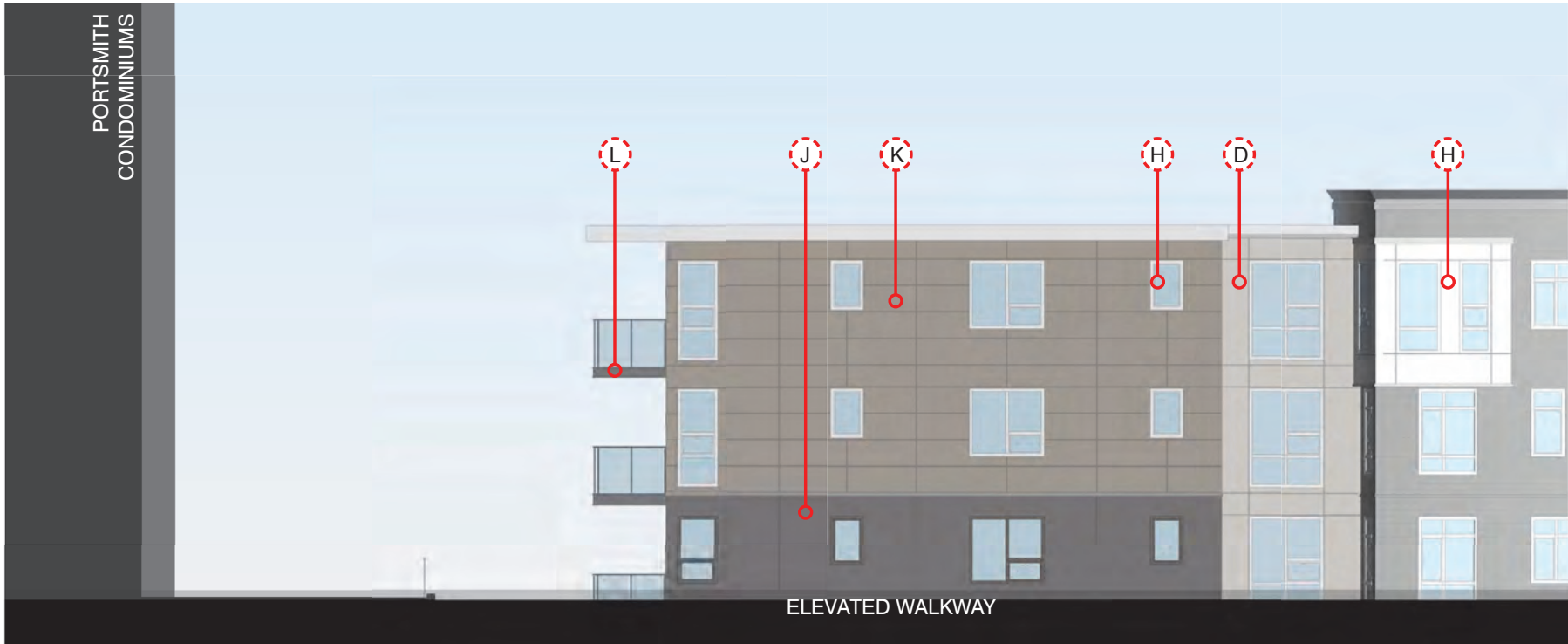
(J) CHARCOAL GRAY FCP



(L) STEEL BALCONIES
& RAILINGS

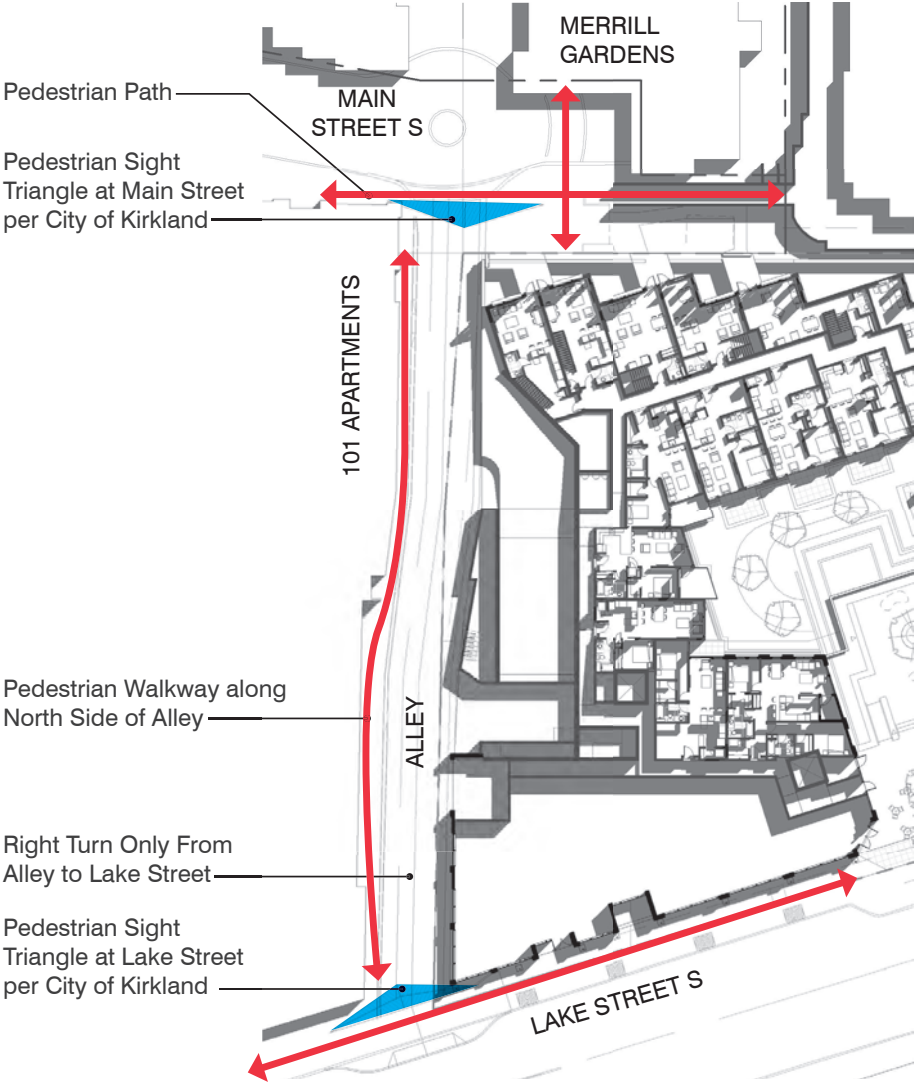


(H) WHITE FCP OR
WINDOW FRAMES



^ SECTION THROUGH ELEVATED WALKWAY

PUBLIC COMMENT | ALLEY PEDESTRIAN ROUTE AND SIGHT TRIANGLE DIAGRAM

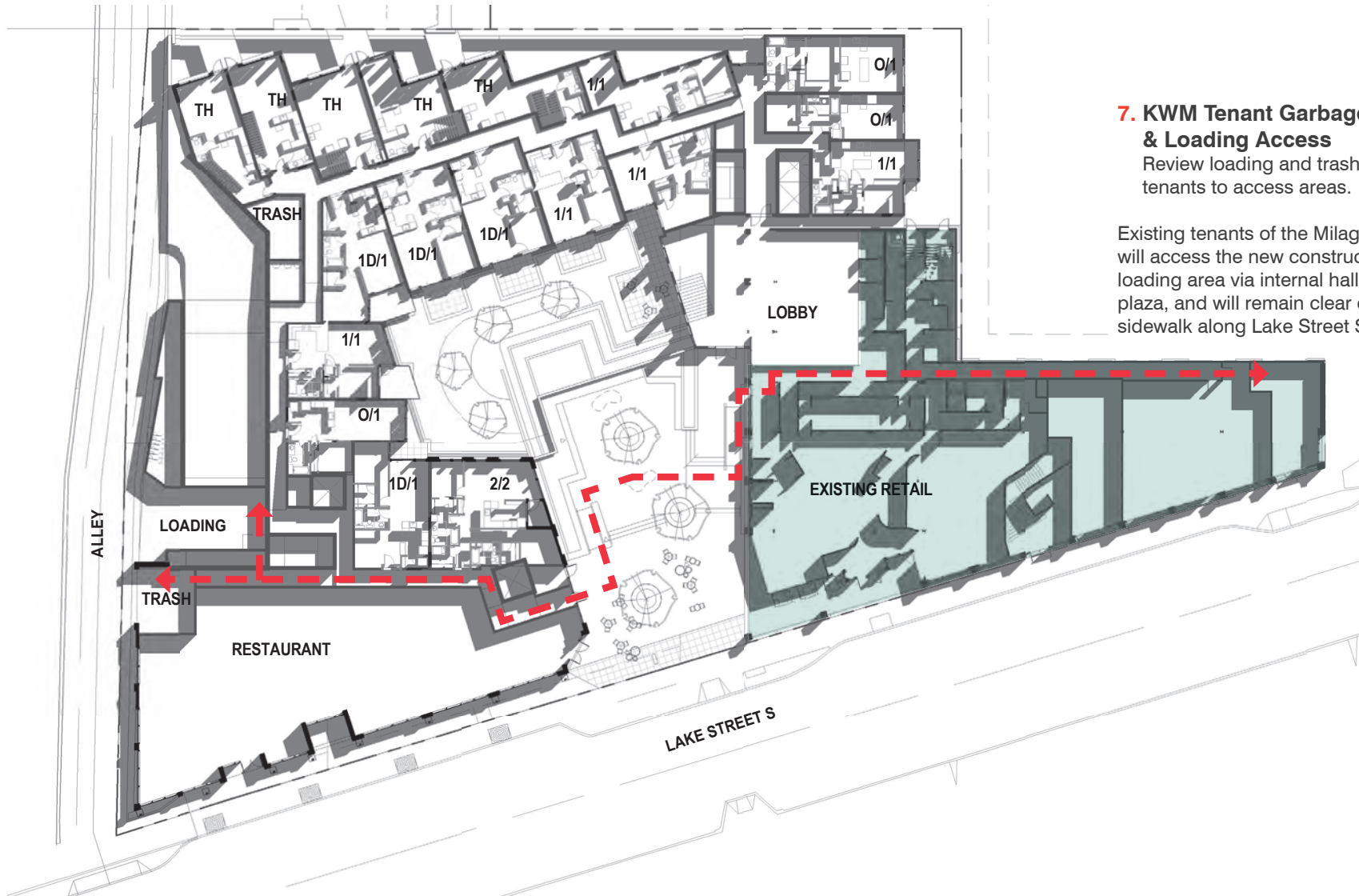


^ VIEW FROM ALLEY / MAIN ST S



^ VIEW FROM ALLEY / LAKE STREET S

7. KWM TENANT GARBAGE PICK-UP & LOADING ACCESS | SITE PLAN



7. KWM Tenant Garbage Pick-up & Loading Access

Review loading and trash to allow south tenants to access areas.

Existing tenants of the Milagro Building will access the new construction trash and loading area via internal hallways and the plaza, and will remain clear of the pedestrian sidewalk along Lake Street S.

PUBLIC COMENT | SITE LIGHTING PLAN



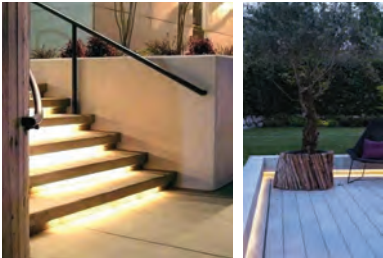
SECURITY LIGHTING



WALL MOUNTED LIGHTING
AT RETAIL / GROUND LEVEL
PATIO



SOFFIT LIGHTING



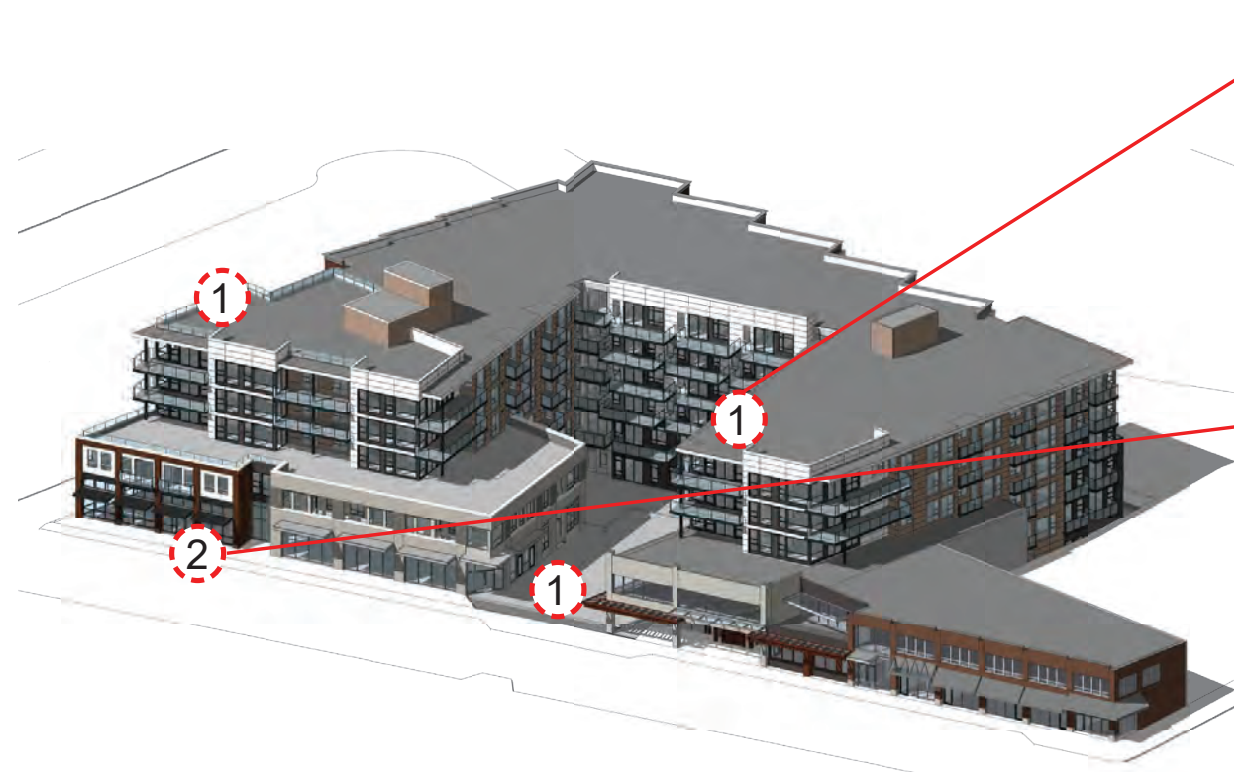
ACCENT LIGHTING AT
COURTYARD PLAZA



COLUMN LIGHTING

DEPARTURES REQUESTED

DEPARTURES REQUESTED

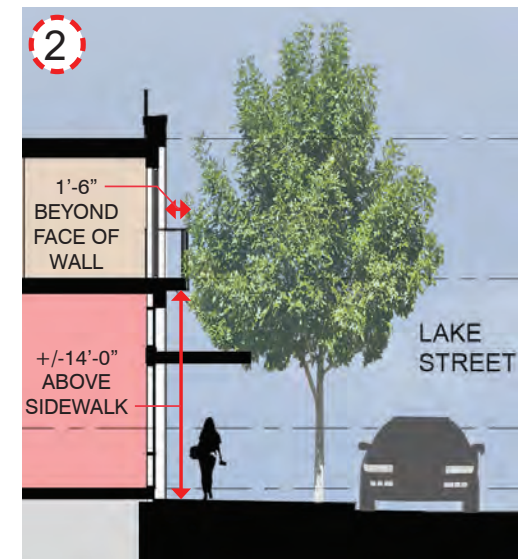
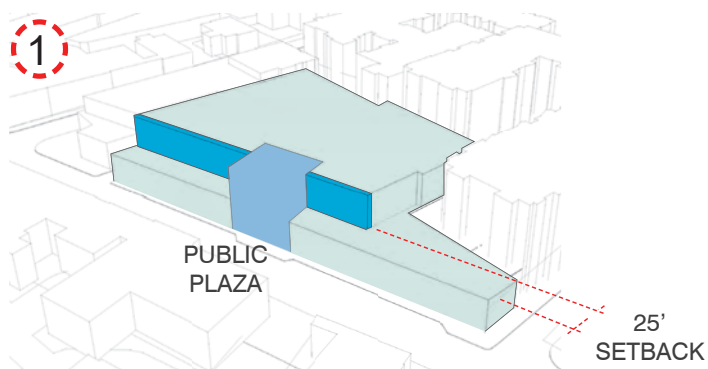


1. Reduction of the Lake Street S Upper Level Setback

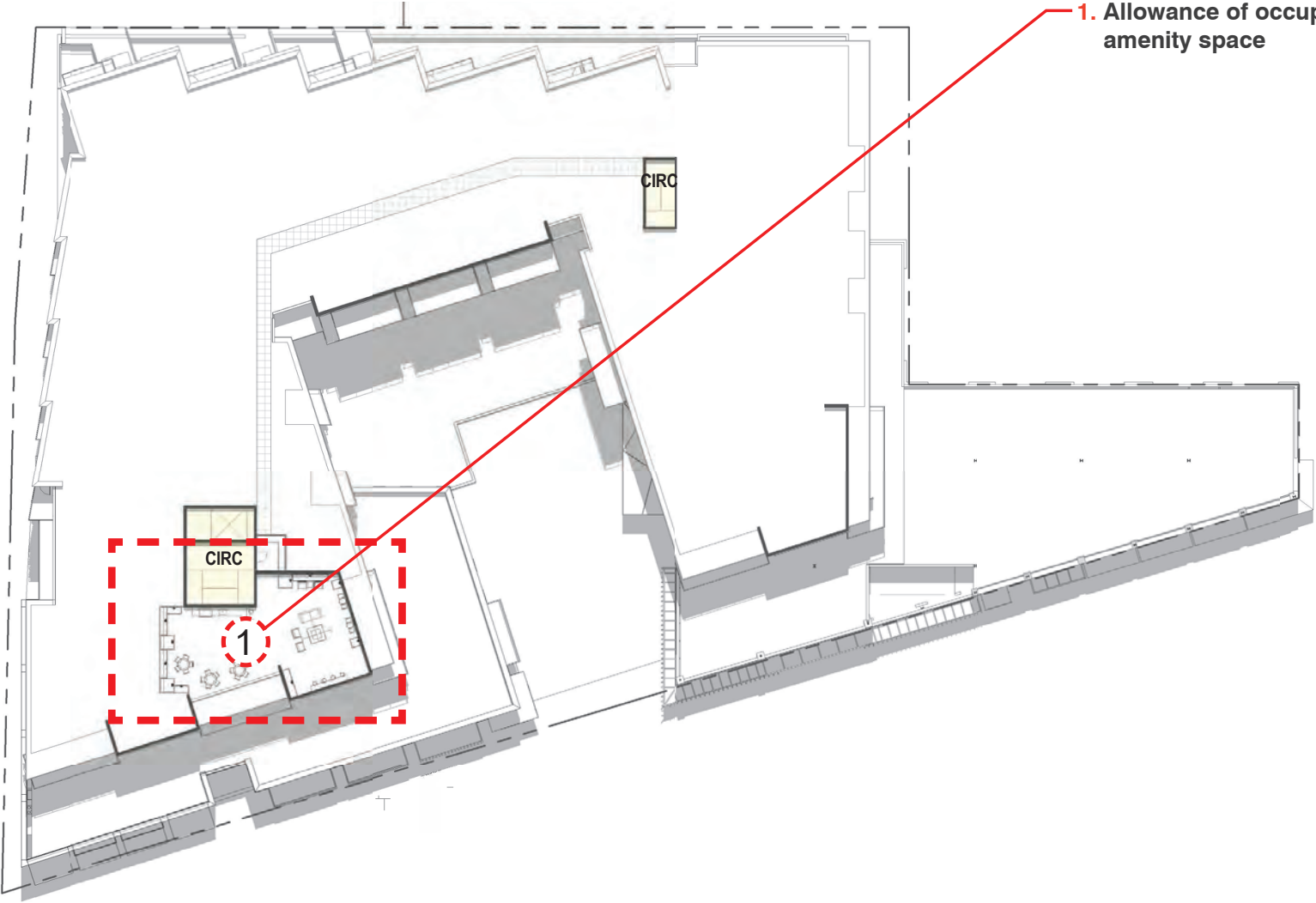
The Design Board is authorized to allow a reduction of the upper level setback by a maximum of 5' by providing an equivalent square footage of public plaza at grade.

Proposed Plaza: +/- 4,600 SF
Proposed Encroachment: +/- 1,560 SF
(+/- 520 SF at Level 3, 4, and 5)

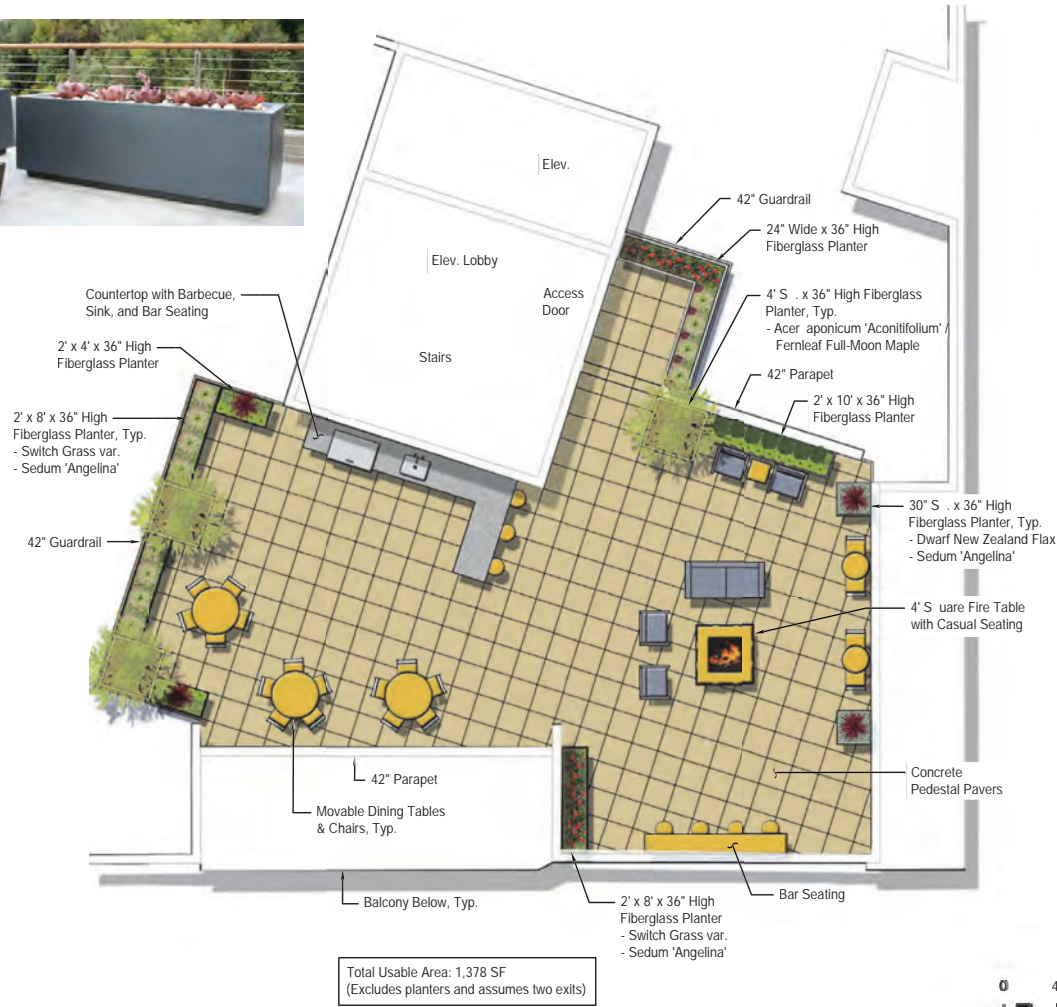
2. Allowance of decks over the sidewalks on Lake Street S (above weather protection).



POSSIBLE CODE REVISION | ROOF AMENITY SPACE



POSSIBLE CODE REVISION | ROOF AMENITY SPACE



Fernleaf Full-Moon Maple



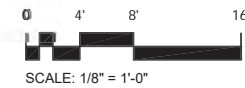
Switch Grass



Dwarf New Zealand Flax



Sedum 'Angelina'



112 Lake Street - Kirkland, WA

Continental Properties



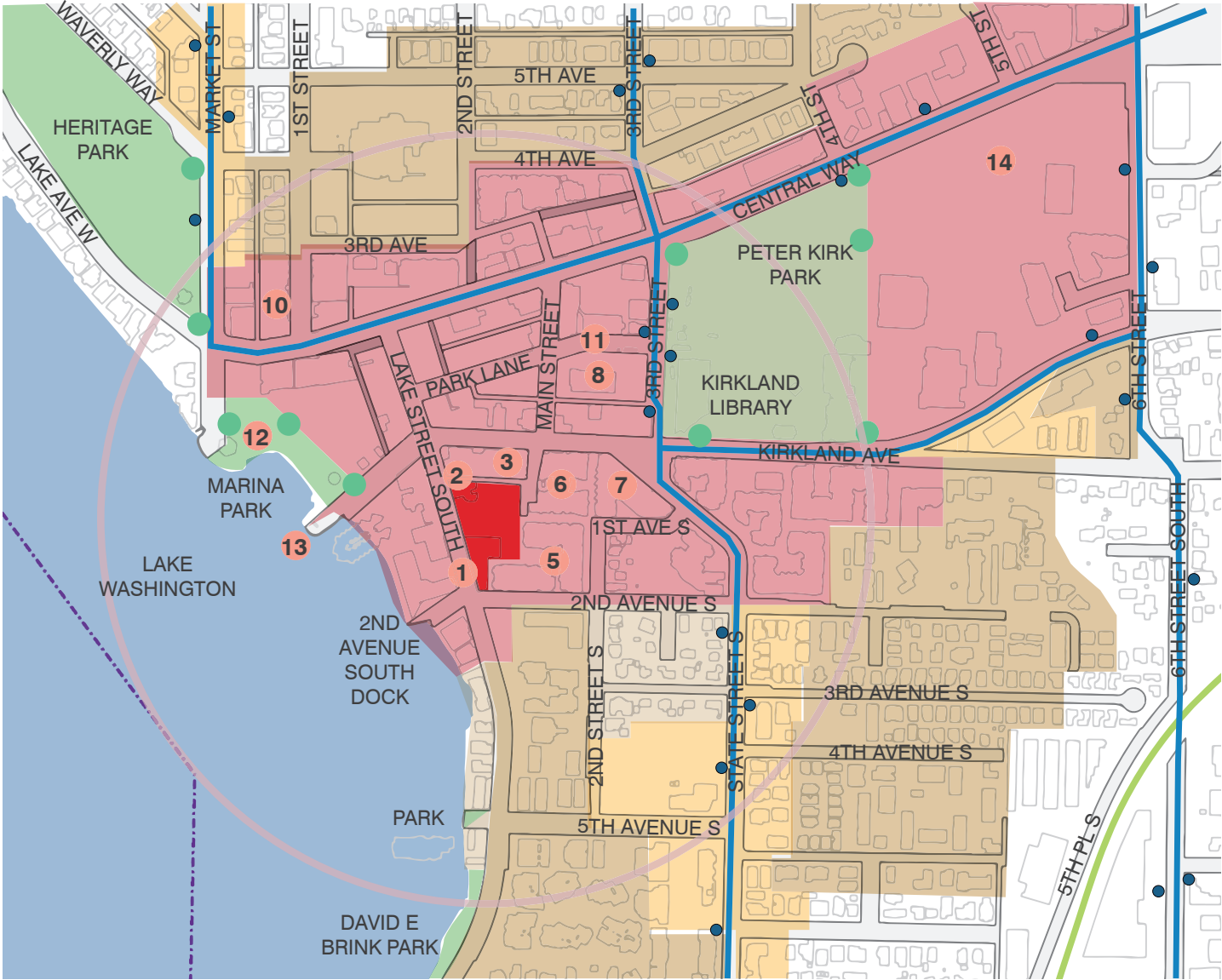
BLU LINE

Roof Terrace Concept Plan

DATE: 08-12-2019

APPENDIX

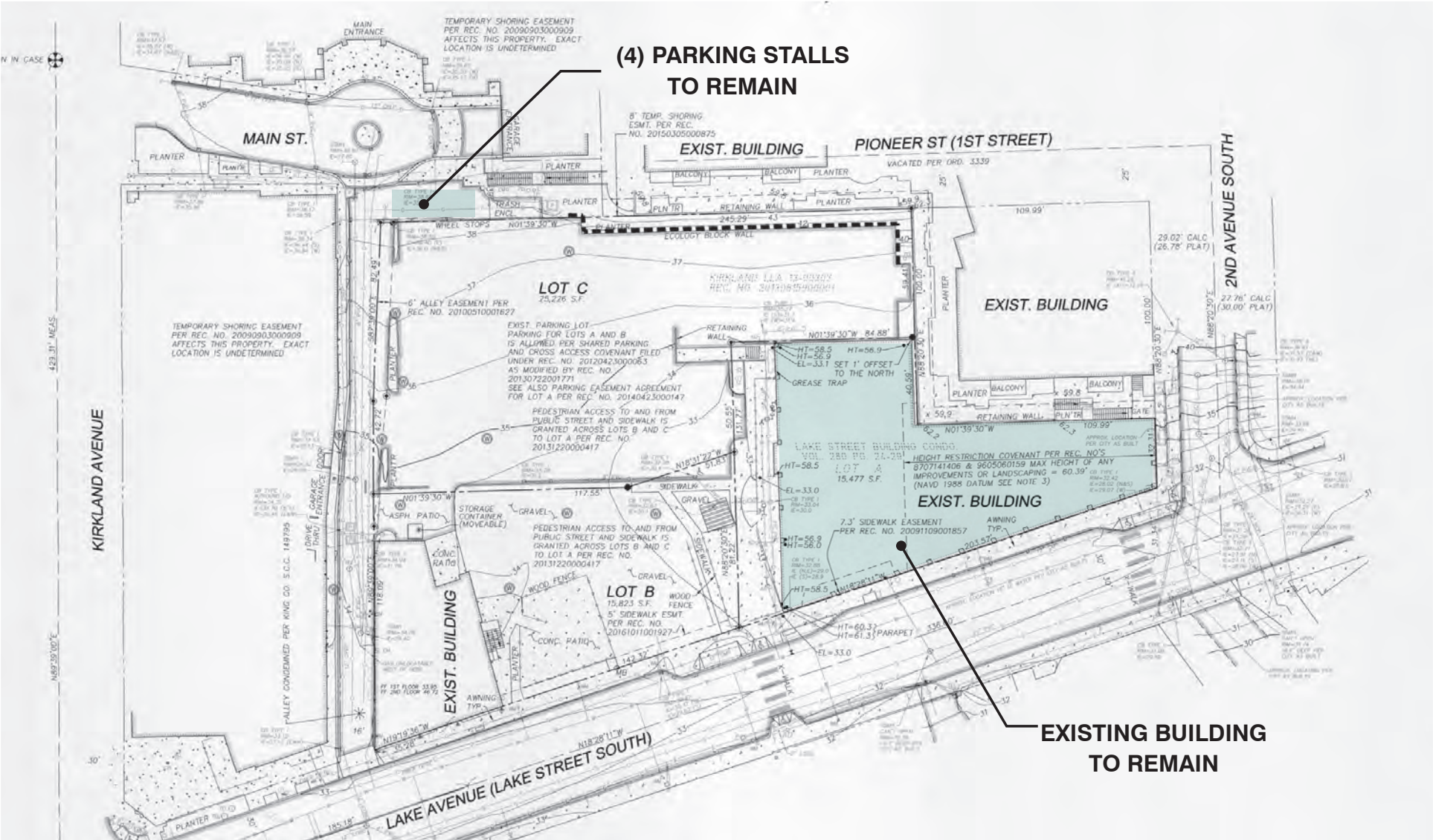
APPENDIX | VICINITY MAP



ZONING & CONTEXT ANALYSIS

LEGEND

- Project Site
- City of Kirkland Limits
- Cross Kirkland Corridor
- Central Business District (CBD)
- Office Mixed Use
- High Density Residential (PLA)
- Medium Density Residential (RM)
- Open Space
- Open Space Access
- Bus Line
- Bus Stop
- 5 Minute Walk Radius
- Reference Neighborhood Context Photographs





APPENDIX | NEIGHBORHOOD CONTEXT

101 APARTMENTS



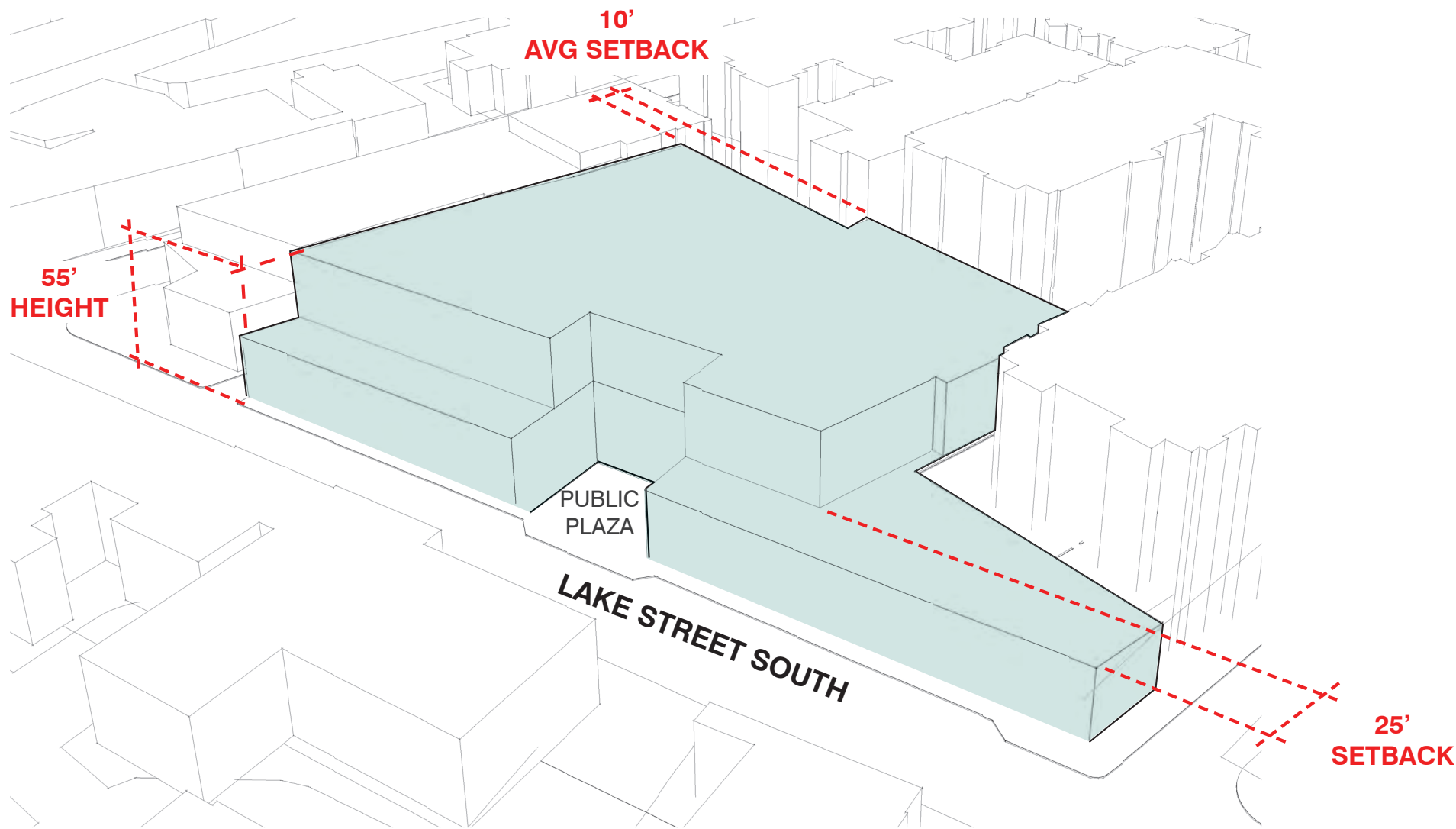
MERRILL GARDENS SENIOR LIVING



PORTSMITH CONDOMINIUMS



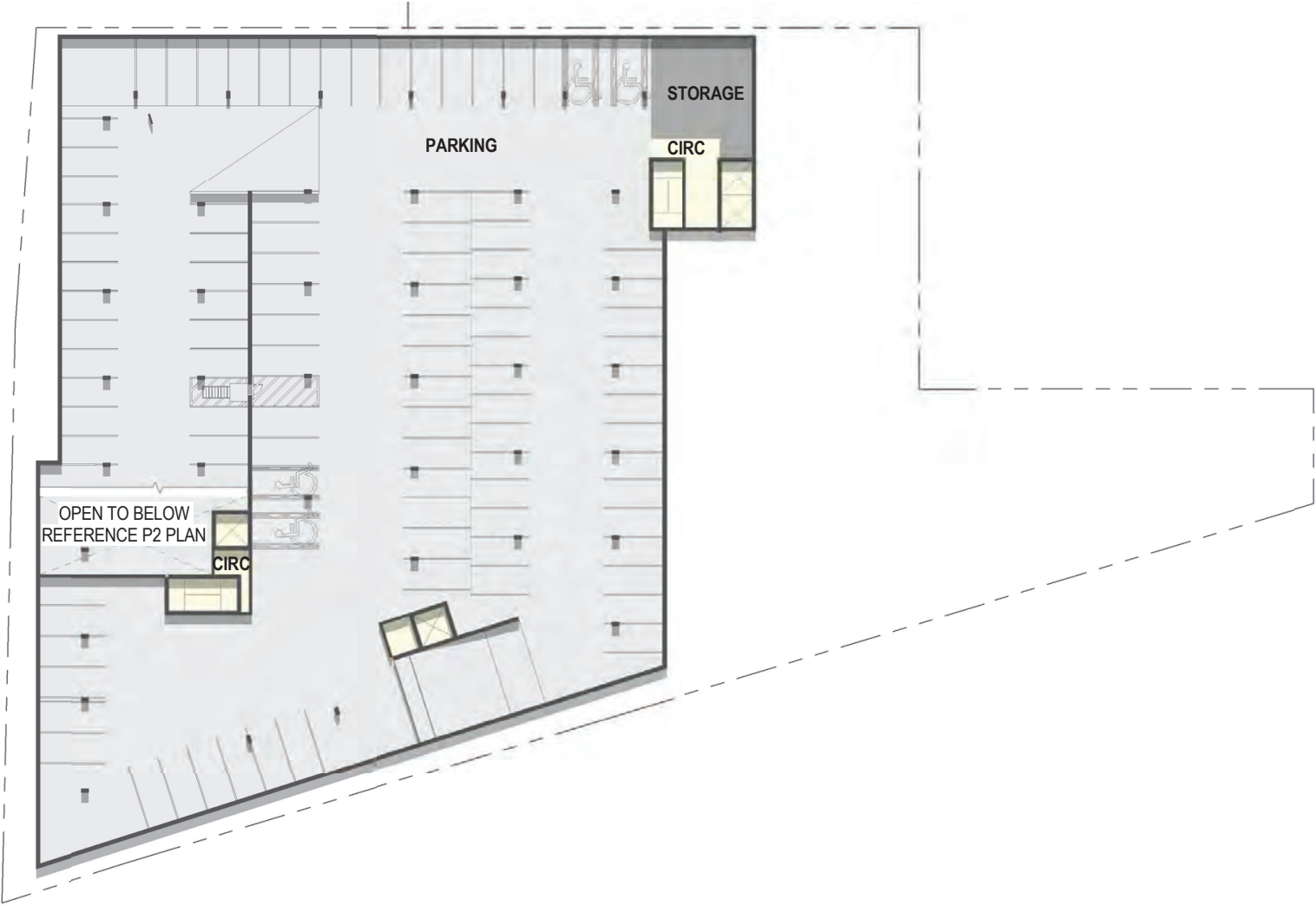
APPENDIX | MAXIMUM ZONING DIAGRAM WITH PUBLIC PLAZA





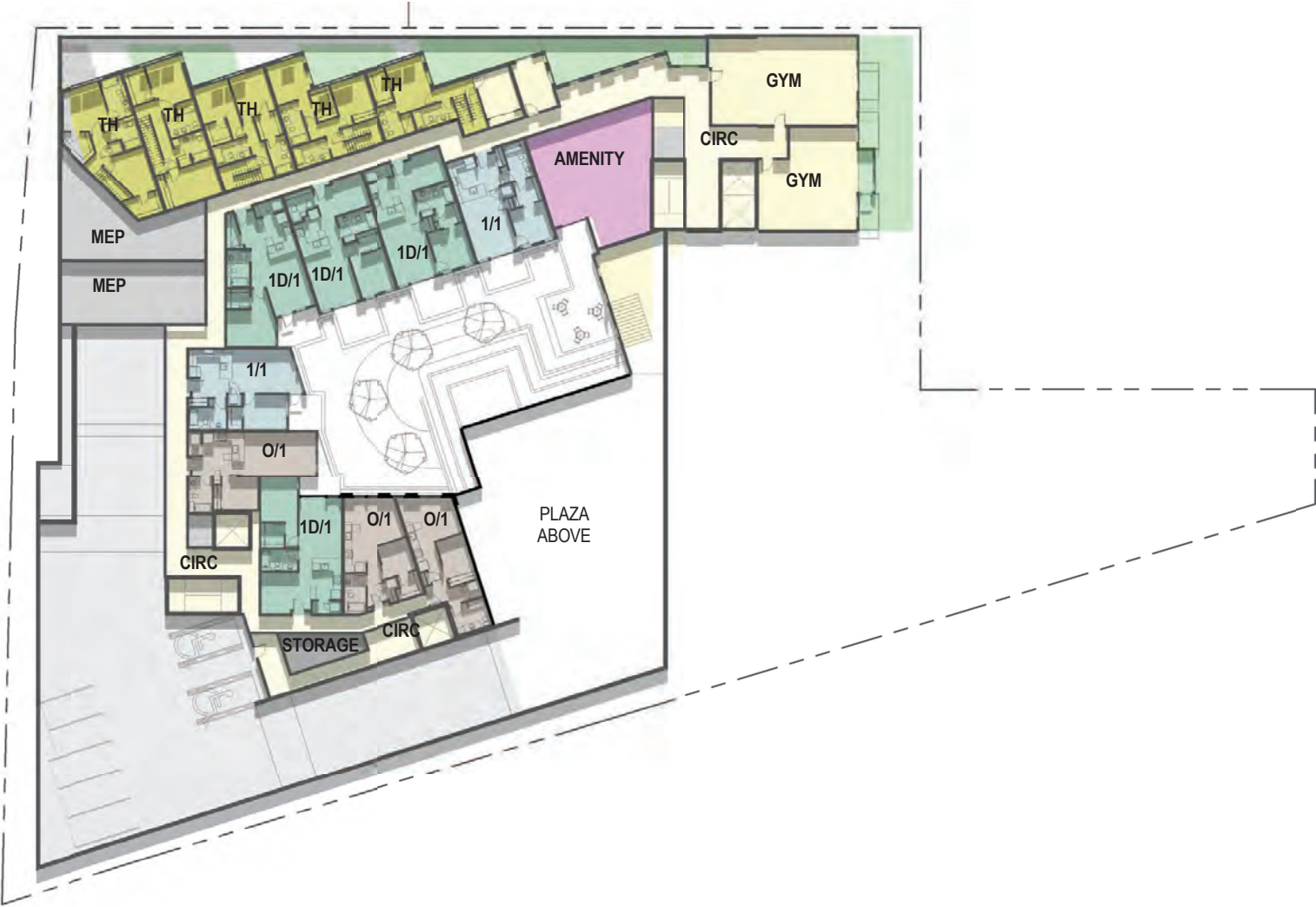




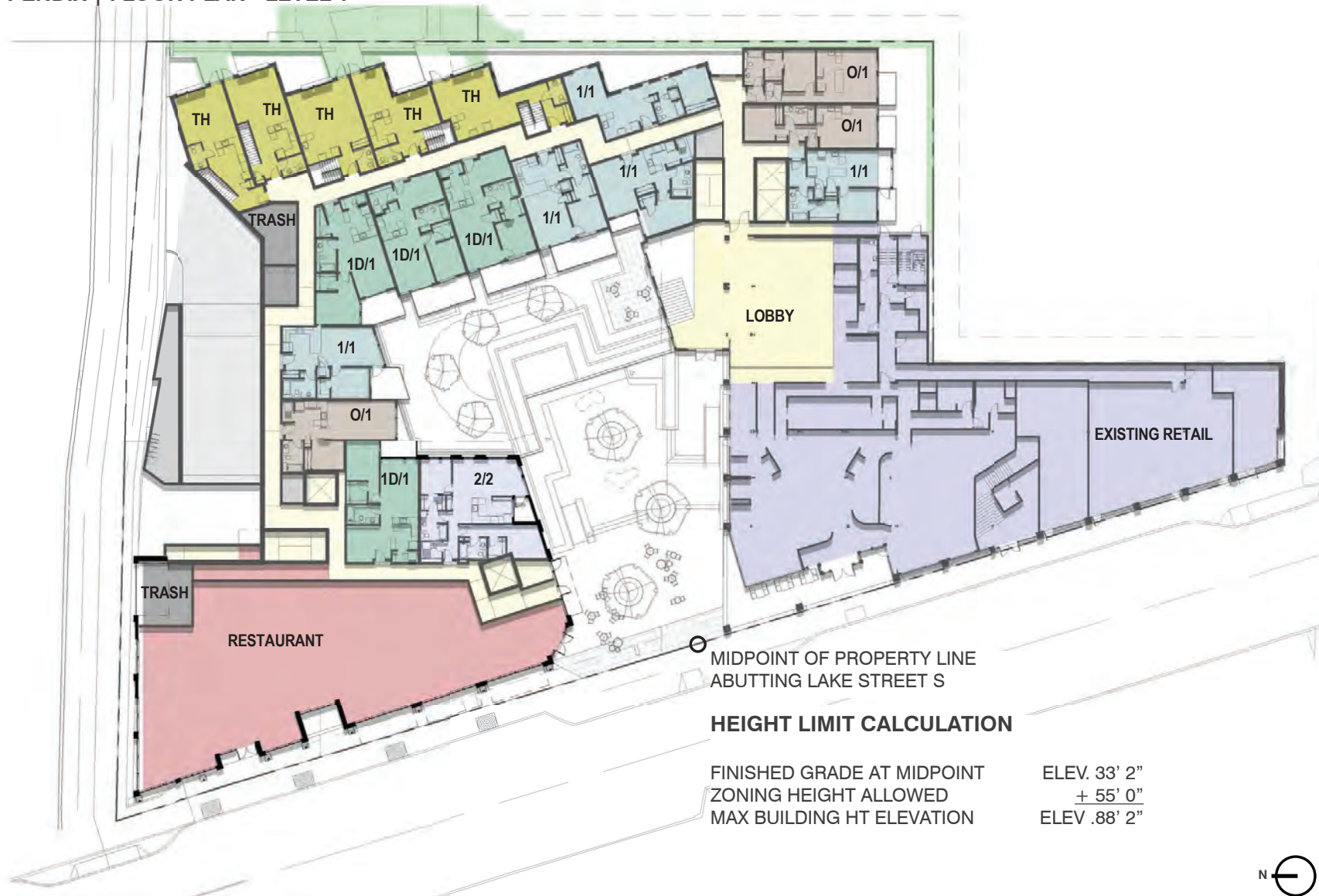


APPENDIX | FLOOR PLAN - COURTYARD LEVEL

ATTACHMENT 2



APPENDIX | FLOOR PLAN - LEVEL 1



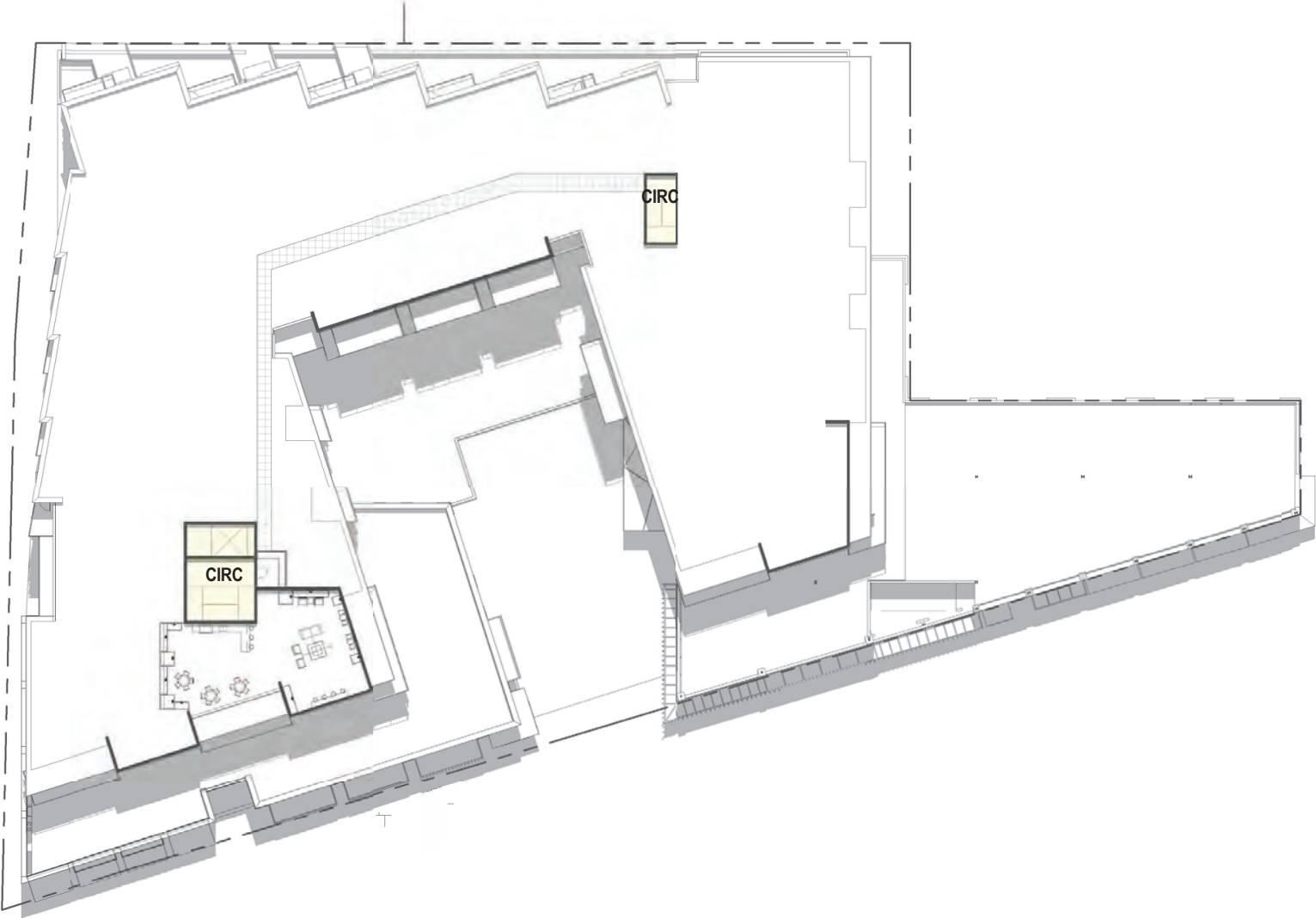
ATTACHMENT 2	
GFA	
Name	Area
P3	
PARKING	30080 SF
	30080 SF
P2	
PARKING	36334 SF
	36334 SF
P1	
PARKING	36334 SF
	36334 SF
BSMT	
AMENITY	1769 SF
GYM	1046 SF
PARKING	4554 SF
RESIDENTIAL	15116 SF
	22484 SF
L1	
BICYCLE STORAGE	520 SF
COMMERCIAL	14316 SF
RESIDENTIAL	18777 SF
TRASH	329 SF
	33941 SF
L2	
OFFICE	12751 SF
RESIDENTIAL	25443 SF
	38193 SF
L3	
RESIDENTIAL	27159 SF
	27159 SF
L4	
RESIDENTIAL	27200 SF
	27200 SF
L5	
RESIDENTIAL	27200 SF
	27200 SF
	278925 SF

GFA	
Name	Area
AMENITY	1769 SF
BICYCLE STORAGE	520 SF
COMMERCIAL	14316 SF
GYM	1046 SF
OFFICE	12751 SF
PARKING	107301 SF
RESIDENTIAL	140894 SF
TRASH	329 SF
	278925 SF

APPENDIX | FLOOR PLAN - LEVEL 2









^ WEST ELEVATION (LAKE STREET S)



^ EAST ELEVATION (MAIN STREET S & ELEVATED WALKWAY)



^ NORTH ELEVATION (ALLEY)



^ SOUTH ELEVATION



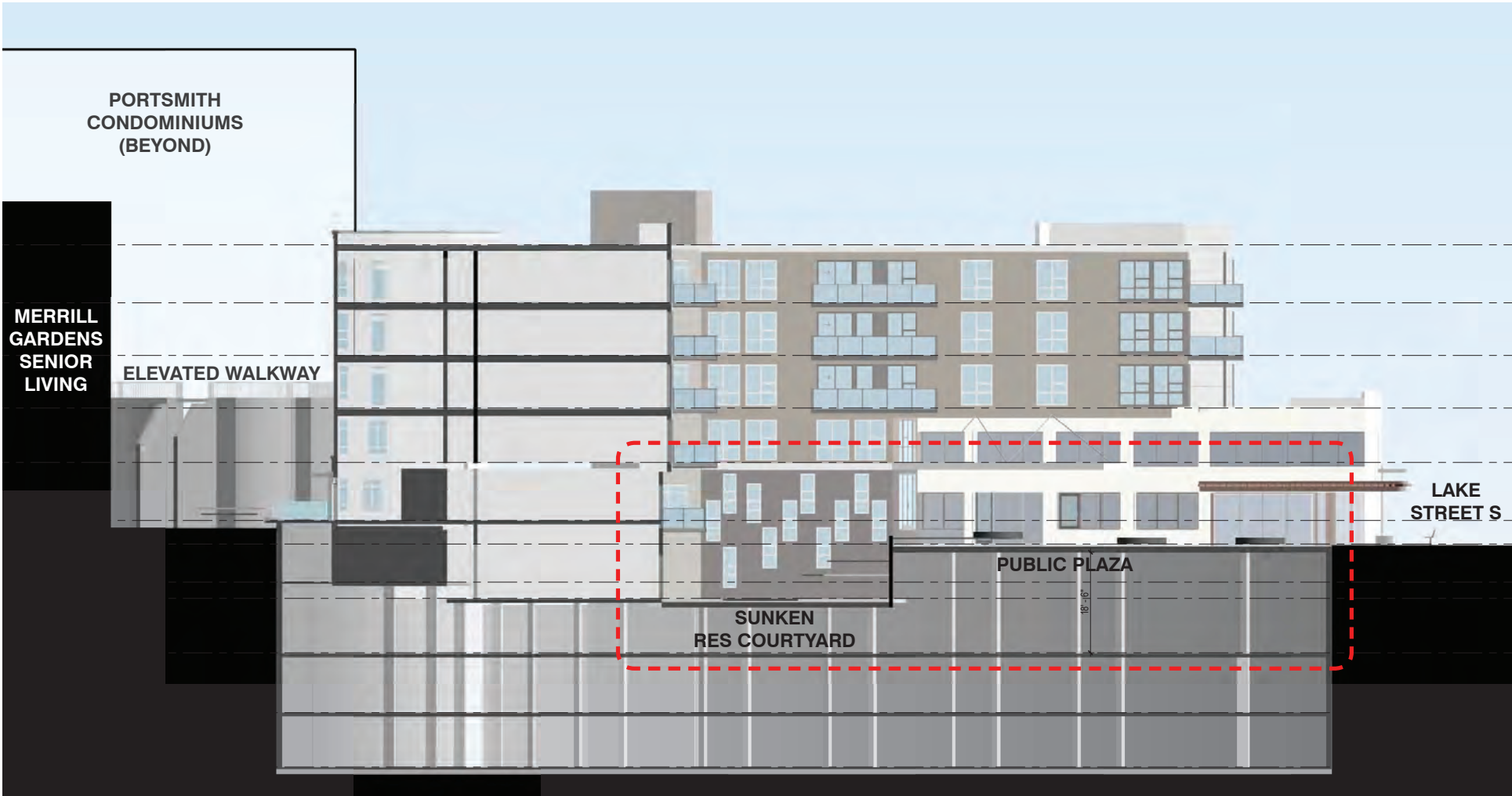
^ COURTYARD ELEVATIONS



^ SECTION THROUGH SUNKEN COURTYARD AND PLAZA



^ SECTION THROUGH NEW CONSTRUCTION AND EXISTING BUILDING



APPENDIX | MATERIAL PALETTE

RETAIL FRONTAGE



(A) RETAIL FRONTAGE A (EXISTING BLDG)
MEDIUM BROWN BRICK



(B) RETAIL FRONTAGE B (EXISTING BLDG)
WARM WHITE STUCCO



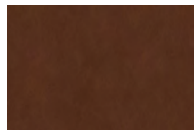
(C) RETAIL FRONTAGE C
ASPEN BRICK



(D) LIGHT ADOBE FCP



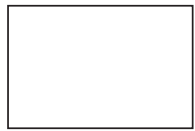
(E) ADOBE WINDOW FRAMES



(F) RETAIL FRONTAGE D
MEDIUM BROWN STUCCO



(G) BRONZE METAL PANEL &
WINDOW FRAMES



(H) WHITE FCP OR
WINDOW FRAMES

LAKE STREET



(G) BRONZE WINDOW FRAMES



(J) CHARCOAL GRAY FCP



(K) LIGHT BROWN FCP



(L) STEEL BALCONIES & RAILINGS



(D) LIGHT ADOBE FCP



(H) WHITE FCP OR
WINDOW FRAMES

MAIN STREET



(M) CASCADE SLATE
WOODTONE FCP



(N) COASTAL GRAY
WOODTONE FCP



(O) SUMMER WHEAT
WOODTONE FCP



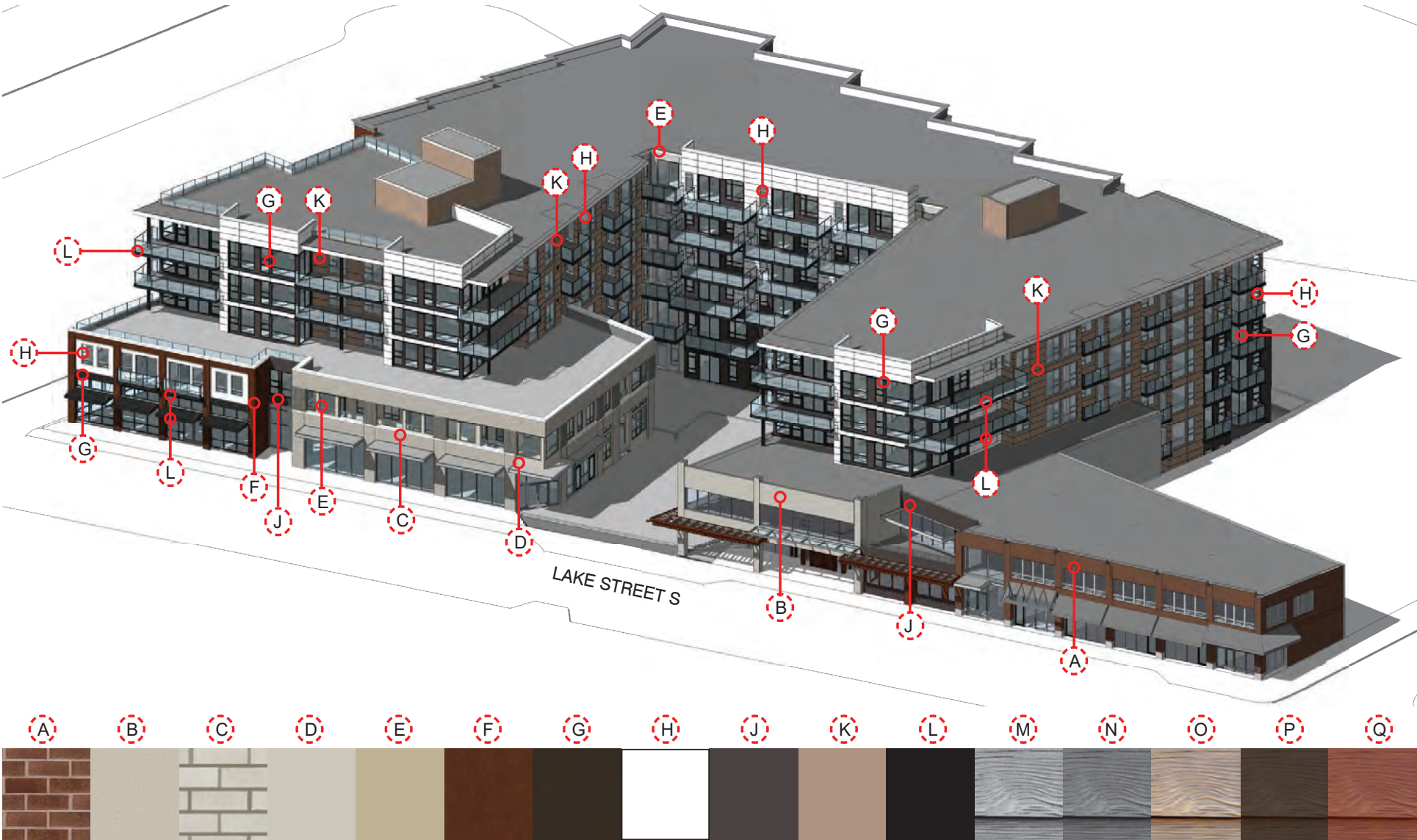
(P) ROASTED WALNUT
WOODTONE FCP



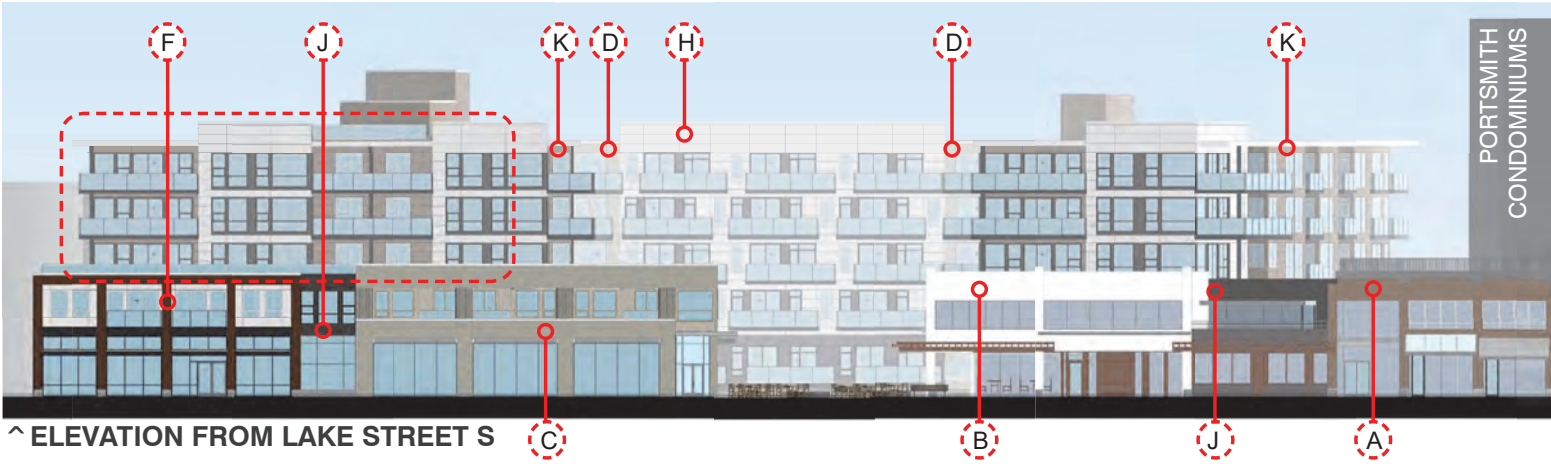
(Q) ROSEWOOD
WOODTONE FCP



(H) WHITE FCP OR
WINDOW FRAMES







CHAPTER 50 - CENTRAL BUSINESS DISTRICT (CBD) ZONES**50.05 User Guide – CBD 1 zones.**

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

Section 50.10


Zone
CBD-1A,
1B

Section 50.10 – GENERAL REGULATIONS

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

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. The maximum height of structure shall be measured at the midpoint of the frontage of the subject property on the abutting right-of-way, excluding First Avenue South. See KZC [50.62](#) for additional building height provisions.
3. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Banking and Related Financial Services; Entertainment, Cultural and/or Recreational Facility; Parks; Government Facility; or Community Facility. The street level floor of buildings south of Second Avenue South may also include Office Use. The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way, not including alleys and similar service access streets). Buildings proposed and built after April 1, 2009, and buildings that existed prior to April 1, 2009, which are at least 10 feet below the maximum height of structure, shall have a minimum depth of 10 feet and an average depth of at least 20 feet containing the required uses listed above.

The Design Review Board (or Planning Director if not subject to D.R.) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest. Lobbies for residential, hotel, and office uses may be allowed within this space subject to applicable design guidelines.
4. Where public improvements are required by Chapter [110](#) KZC, sidewalks on pedestrian-oriented streets within CBD 1A and 1B shall be as follows:

Sidewalks shall be a minimum width of 12 feet. The average width of the sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street shall be 13 feet. The sidewalk configuration shall be approved through D.R.

(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

(GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)

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

[link to Section 50.12 table](#)

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

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

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

City Telephone: (425) 587-3000

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

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

Section 50.12

Zone
CBD-1A,
1B

USE ZONE CHART

Section 50.12	<div>USE ↓ ↑ REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Restaurant or Tavern	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One per each 125 sq. ft. of gross floor area. See KZC 50.60.	1. Drive-in or drive-through facilities are prohibited.
.020	Any Retail Establishment, other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, excluding banking and related financial services										One per each 350 sq. ft. of gross floor area. See KZC 50.60.	1. The following uses are not permitted in this zone: a. Vehicle service stations. b. The sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors. c. Drive-in facilities and drive-through facilities. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled manufactured goods are directly related to and dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.

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

Section 50.12

Zone
CBD-1A,
1B

USE ZONE CHART

Section 50.12	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.030	Hotel or Motel	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One for each room. See Spec. Reg. 2 and KZC 50.60.	1. The following uses are not permitted in this zone: a. Vehicle service stations. b. Vehicle and/or boat sale, repair, service or rental. c. Drive-in facilities and drive-through facilities. 2. The parking requirement for hotel or motel use does not include parking requirements for ancillary meetings and convention facilities. Additional parking requirements for ancillary uses shall be determined on a case-by-case basis.
.040	Entertainment, Cultural and/or Recreational Facility									See KZC 50.60 and 105.25.		
.060	Private Club or Lodge								B	See KZC 50.60 and 105.25.	1. Ancillary assembly and manufacture of goods on premises may be permitted as part of an office use if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this office use; and b. The outward appearance and impacts of this office use with ancillary assembly and manufacturing activities must be no different from other office uses.	
.070	Office Use								D	One per each 350 sq. ft. of gross floor area. See KZC 50.60.		
.080	Stacked or Attached Dwelling Units								A	See KZC 50.60.		

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

Section 50.12

Zone
CBD-1A,
1B

USE ZONE CHART

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

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