



CITY OF KIRKLAND
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425.587.3600 ~ www.kirklandwa.gov

MEMORANDUM

To: Design Review Board
From: Scott Guter, AICP, Senior Planner
Date: February 21, 2020
File No.: DRV20-00033
Subject: **203 1ST AVE S MULTIFAMILY PROJECT
CONCEPTUAL DESIGN CONFERENCE**

I. MEETING GOALS

At the March 2, 2020 Design Review Board (DRB) meeting, the DRB should review the concept design for the 203 1st Avenue South Project. At the meeting, the DRB should determine:

- A. How the design guidelines affect or pertain to the proposed development.
- B. Determine which guidelines apply to the proposed development.
- C. Determine what other application materials are needed for the Design Response Conference.

II. BACKGROUND INFORMATION

The site is a collection of five properties located at 203 and 207 1st Ave S, 200 2nd Ave S and 106, 110 and 114 2nd St S (see Attachment 1). The applicant is proposing to construct four 4-story residential buildings with below grade parking. The project will contain 22 attached dwelling units and 45 parking stalls. Vehicular access to the site is proposed mid-block along 2nd St S adjacent to the west property line. The applicant has provided development objectives and general project information which includes three building massing schemes (see Attachment 2). The applicant's preferred building massing option is shown as Scheme 3.

III. SITE

The subject properties currently contain six 2-story residential buildings. All buildings will be removed with development. The site slopes downward from an elevation of about 75' at its southwest corner a distance of about 224' to an elevation of 68' at its northeast corner. The site has three street frontages: 1st Ave S to the north, 2nd St S to the west, and 2nd Ave S to the south. These streets are designated as local neighborhood access streets.

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

North: **CBD 1B (Commercial/Multifamily)**: Maximum height is 55' above the midpoint of the frontage of the property on the abutting right-of-way, excluding First Avenue South.

South: **RM 3.6 (Single-Family)**: Maximum height is 30' above Average Building Elevation (ABE).

East: **CBD 3 & 4 (Church)**: Maximum height is 41' above ABE in CBD 3 except no portion of a structure within 100 feet of the southerly boundary of 2nd Avenue South abutting the RM 3.6 zone may exceed 30'. Maximum height is 54' above ABE or existing grade in CBD 4 except no portion of a structure within 100 feet of the southerly boundary of Second Avenue South abutting the RM 3.6 zone shall exceed 35', and no portion of a structure within 40' of First Avenue South shall exceed 41'.

West: **CBD 4 (Multifamily)**: Maximum height of structure is 55.4 feet above ABE west of Second Street South, including any adjacent structure in CBD 1 west of 2nd Street South developed with a structure in this zone.

A photograph prepared by the applicant that show the surrounding properties is contained in Attachment 2.

IV. **KEY ZONING REGULATIONS**

Zoning regulations for uses in the CBD 4 zone are found in the use-zone chart (see Attachment 3). The following regulations are important to point out as they form the basis of any new development on the site.

- A. Permitted Uses: Permitted uses in this zone include, but are not limited to retail, restaurants, office, and stacked or attached dwelling units.

Staff Comment: The applicant is proposing 22 units attached dwellings. The proposal is consistent with the permitted uses for the CBD 4 zone.

- B. Required Yards: Attached Dwelling Units must provide a 10' front required yard. The side and rear required yards are 0'.

Staff Comment: The site contains three required front yards and one required side yard. The proposed conceptual plans meet the required yards for the CBD 4 zone.

- C. Height: The CBD 4 zone allows a maximum height of 54' above ABE or existing grade except no portion of a structure within 100 feet of the southerly boundary of Second Avenue South abutting the RM 3.6 zone shall exceed 35', and no portion of a structure within 40' of First Avenue South shall exceed 41'.

KZC section(s) 50.62 allow(s) the following exceptions to this height:

- Decorative parapets may exceed the height limit by a maximum of four (4) feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two (2) feet.
- For structures with a peaked roof, the peak may extend five (5) feet above the height limit if the slope of the roof is greater than three (3) feet vertical to 12 feet horizontal and eight (8) feet above the height limit if the slope of the roof is equal or greater than four (4) feet vertical to 12 feet horizontal.

Staff Comment: The applicant will need to submit height calculations with the Design Response Conference application. Staff will review the project for compliance with the City's height regulations during the Design Response phase.

- D. Parking: The project is required to comply with the following parking standards:

- Residential
 - 1.2 stalls per studio unit
 - 1.3 stalls per 1 bedroom unit

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

Staff Comment: The applicant will be required to demonstrate compliance with applicable City parking provisions. The proposed parking area does not meet the design standards of KZC 105.60. The applicant may request a modification to these standards pursuant to KZC 105.103.3.f. Staff will review the project for compliance with the City's parking regulations during the Design Response phase.

- E. Sidewalks: 2nd Ave S is designated as a major pedestrian sidewalk. Where public improvements are required by Chapter 110 KZC, major pedestrian sidewalks shall be as follows:

- A sidewalk width of at least eight (8) feet
- Have adequate lighting with increased illumination around building entrances and transit stops.

Staff Comment: The final sidewalk configuration will need to be reviewed by Public Works and approved as part of the Design Response Conference decision.

V. **PEDESTRIAN ORIENTED DESIGN GUIDELINES**

In addition to the standard guidelines contained in the *Design Guidelines for Pedestrian-Oriented Business Districts*, the list in Attachment 4 highlights some of the key guidelines and special considerations that apply specifically to the project or project area. The following is a list of key design issues and/or design techniques that should be addressed with this project.

- Pedestrian-friendly building fronts
- Blank wall treatment
- Vertical and horizontal definition
- Architectural scale
- Horizontal modulation
- Change in roofline
- Human scale
- Parking lot location and design
- Building material, color, and detail

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

VI. **CONTEXT**

The context or setting in which the proposed development will be located is important in determining the appropriate design guidelines that would apply. The following are several questions that are geared towards identifying the physical environment around and on the subject property. These questions will help supplement the discussion on the key design guidelines appropriate for the proposed project.

- A. **How does the site relate to its surroundings?**

The applicant and Design Review Board should discuss the physical and built environment on and around the subject property. Topics include height of neighboring structures, topography, and landscaping.

B. What are the Opportunities and Constraints of the Site and Vicinity given the following topics?

- Streetscape
- Urban Form
- Activities and Uses in the area
- Pedestrian Patterns and Environment
- Character of Adjacent Buildings
- Landscaping/Open Space

VII. DISCUSSION ISSUES

The role of the DRB at the Conceptual Design Conference is to help determine how the design guidelines found in the Pedestrian-Oriented Design Guidelines apply to the proposed development. The following sections and questions below are representative of the City's design guidelines. These questions are to be used as a tool to help identify how design guidelines would apply to the proposed project.

A. Scale

1. What are the key vantages of the project?
2. Identify appropriate mitigation techniques for building massing of the proposed buildings. Possible techniques include vertical and horizontal modulation, corner treatment, and roof forms. The applicant has provided several massing schemes including a preferred option (Scheme 3) for the DRB's review and comment (see Attachment 2).

B. Pedestrian Access

1. How does the proposed massing and location of structures relate or respond to the pedestrian environment?
2. What are the opportunities for pedestrian friendly building fronts at the street level?
3. What are the key pedestrian connections?
4. How would the project engage pedestrians?

C. Open Space and Landscaping

What are opportunities for landscaping and/or open space on the subject property?

VIII. ITEMS REQUIRED FOR DESIGN RESPONSE CONFERENCE

The Design Review Board shall determine what models, drawings, perspectives, 3-D SketchUp model, or other application materials the applicant will need to submit with the design review application.

IX. ATTACHMENTS

1. Vicinity Map
2. CDC Plan Submittal
3. CBD 4 General Regulations and Use Zone Chart
4. Design Guidelines – Special Considerations for Downtown Kirkland



The map displays the Central Business District (CBD) in Seattle, with various zones and streets. The map includes labels for CBD 1A, CBD 1B, CBD 2, CBD 3, CBD 5, CBD 5A, and PLA 6A, 6B, 6J. Streets shown include 1st St, 2nd Ave S, 3rd St, 4th St, 5th Ave S, Lake St, Main St, Park Ln, Kirkland Ave, State St, 3rd Ln S, 4th St S, and 5th Ave S. Other features include Marina Park, Peter Kirk Park, Peter Kirk Pool, Lake Washington, and Street End Park. A yellow box highlights a specific site located between 1st Ave S and 2nd Ave S, and between Lake St and Main St.

0.1 0 0.06 0.1 Miles

NAD 1983 StatePlane Washington North FIPS 4601 Feet

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merchantability, accompany this product.

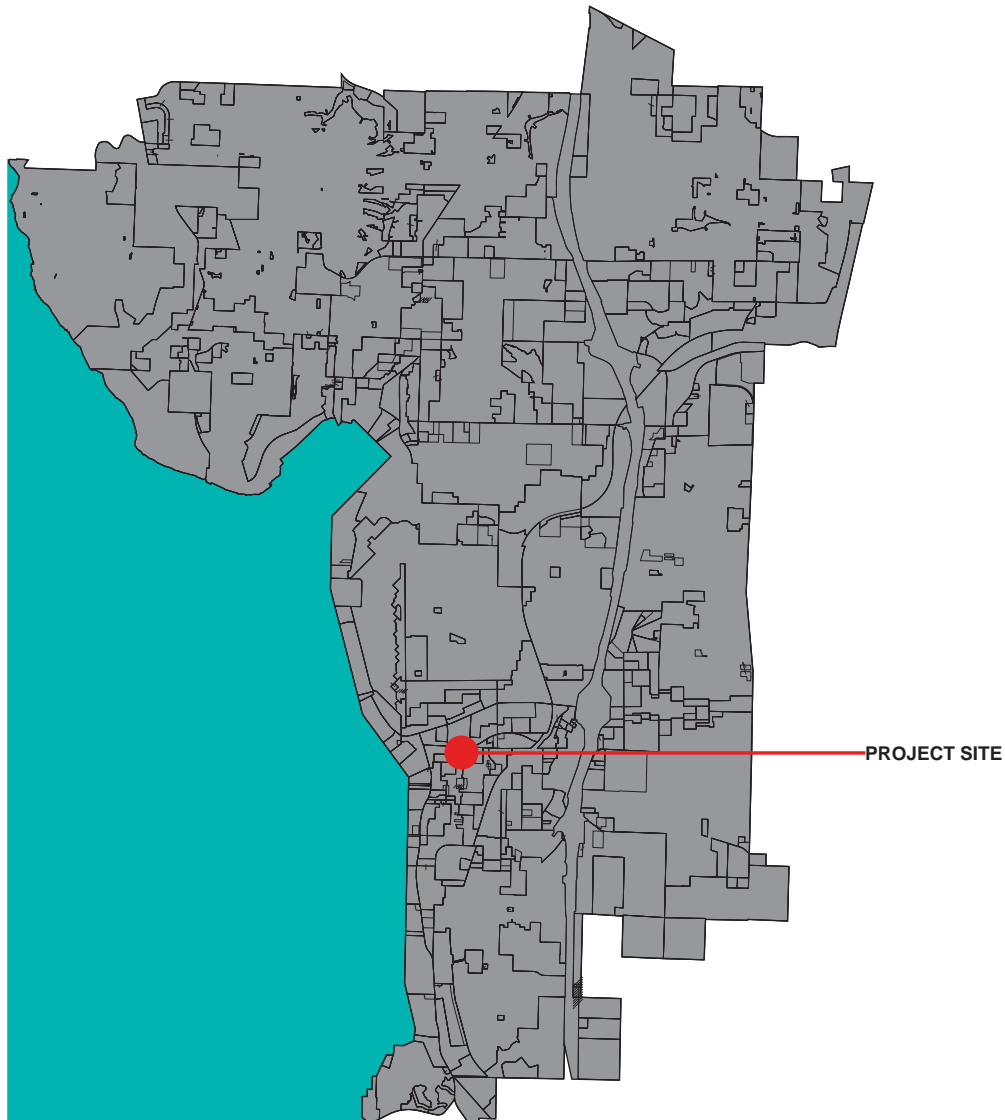
- City Limits
- Grid
- QQ Grid
- Cross Kirkland Corridor
- Regional Rail Corridor
- Streets
- Parcels
- Buildings
- Lakes
- Parks
- Schools
- Overlay Zones
 - (EQ)
 - (HL)
 - (HP)
- Planned Unit Development
- Design District
- City Zoning
 - Commercial
 - Industrial
 - Transit Oriented Development
 - Office
 - High Density Residential
 - Medium Density Residential
 - Low Density Residential
 - Institutions

1: 3,562



Notes

203 1st Ave S, Kirkland WA 98033



PROJECT ADDRESS

203 1st Ave S
Kirkland, WA 98033

KIRKLAND PERMIT NUMBER

DRV20-00033

PROJECT TEAM

ARCHITECT

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RDahn@thebluelinegroup.com

ARBORIST

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Neal Baker
1710 SW 318PL 44D
Federal Way, WA 98023
(206) 779-2579

LANDSCAPE ARCHITECT

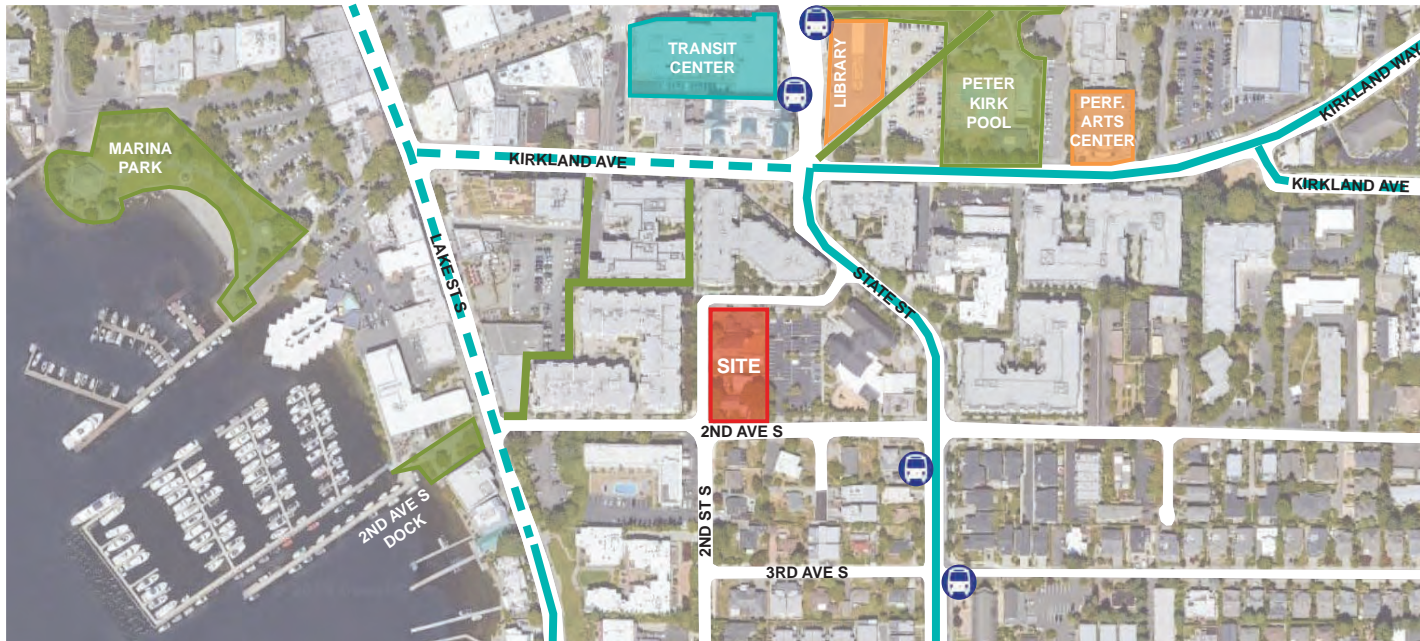
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devin@rootofdesign.biz



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5	Existing Street Elevations 2nd Ave. S.
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VICINITY MAP AND DESIGN OBJECTIVES






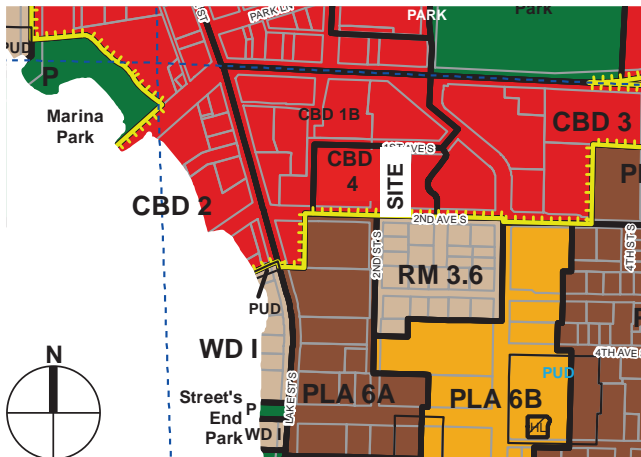
PROJECT DESCRIPTION

Residential development with on-site parking.

DEVELOPMENT OBJECTIVES

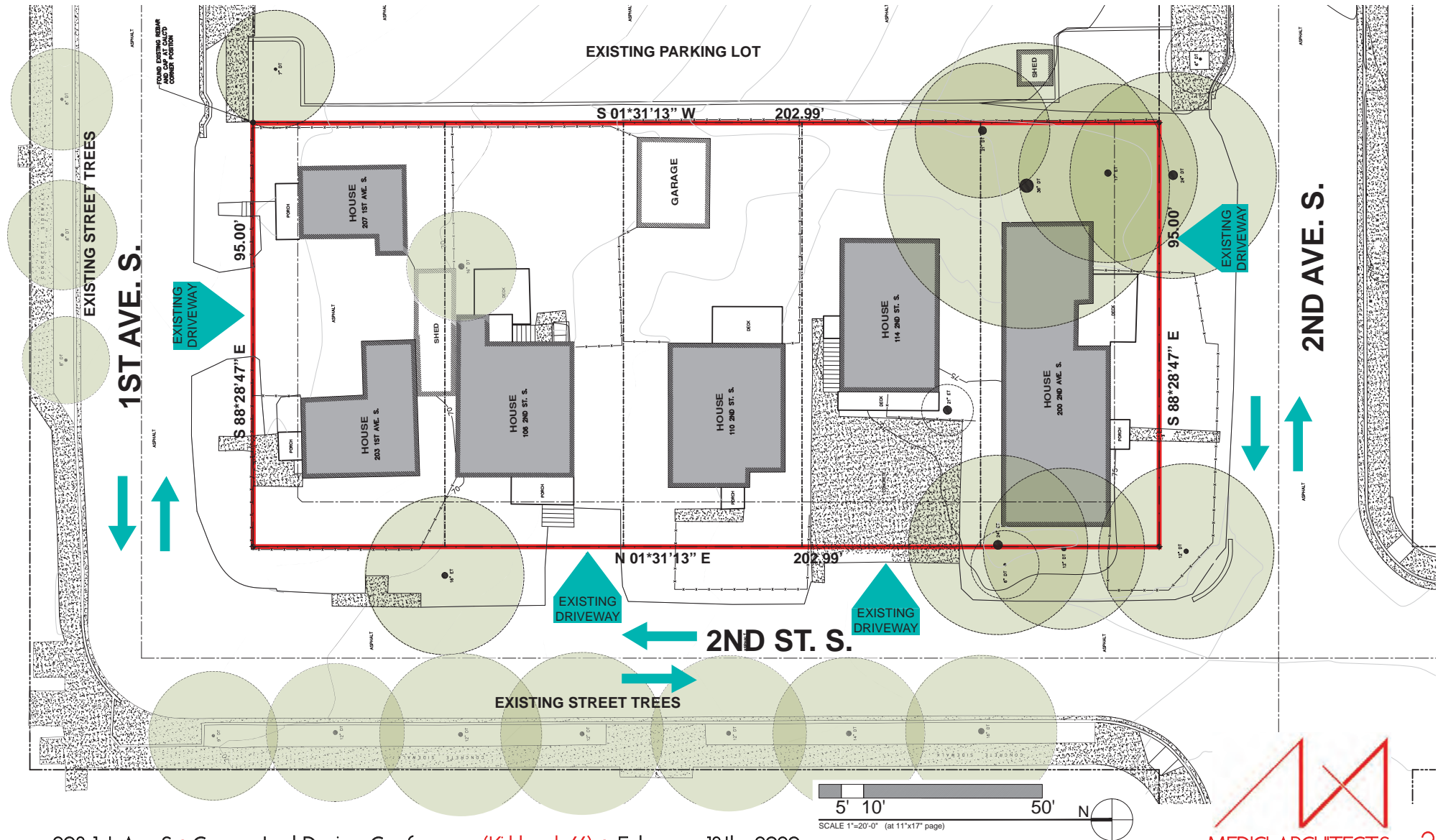
To create a pedestrian friendly townhome development which provides a transition from multi-family structures to single family uses. The project seeks to maximize density potential while integrating landscape, daylighting, and fostering an active street level approach.

-  PUBLIC TRAIL
-  BIKE FRIENDLY
-  DEDICATED BIKE LANES
-  BUS STOP



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EXISTING SITE PLAN



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EXISTING STREET ELEVATIONS



SITE ELEVATION along 1st Ave S. looking South



STREET ELEVATION along 1st Ave S. looking North

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EXISTING STREET ELEVATIONS



SITE ELEVATION along 2nd St S. looking East



STREET ELEVATION along 2nd St S. looking West

EXISTING STREET ELEVATIONS

2ND ST. S.

SITE



SITE ELEVATION along 2nd Ave S. looking North



STREET ELEVATION along 2nd Ave S. looking South

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EXISTING STREET ELEVATIONS



SITE ELEVATION along Parking Lot looking West

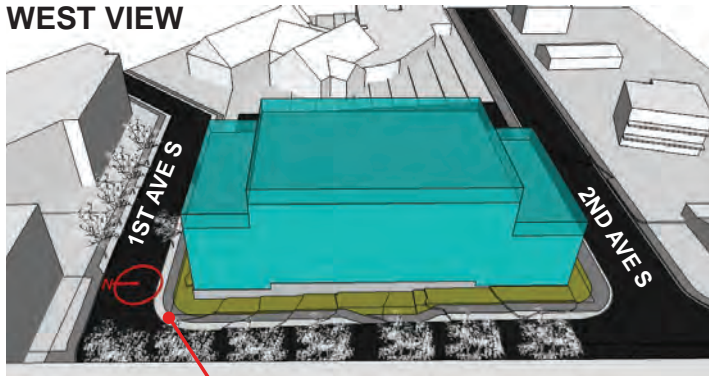


STREET ELEVATION along Parking Lot looking East

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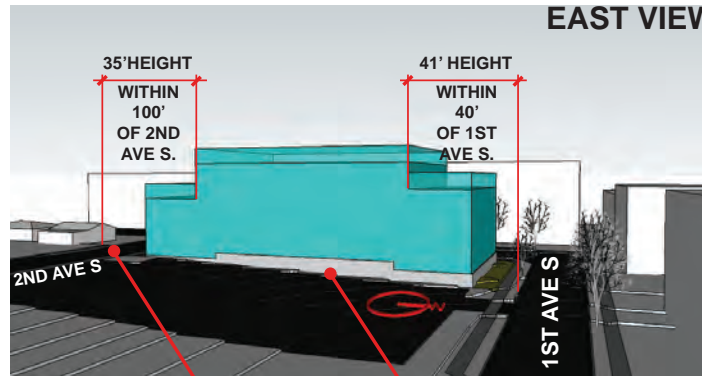
ZONING DATA AND CODE ANALYSIS

WEST VIEW



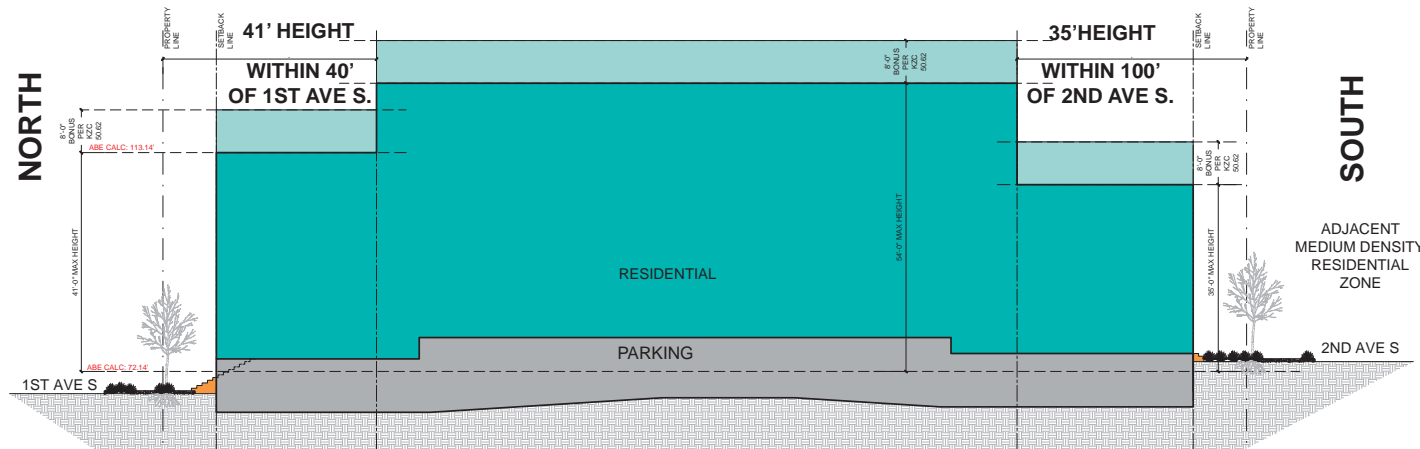
10'0" Front Yards

EAST VIEW



Adjacent residential zone

0'-0" Setback @ Rear



USE KEY



RESIDENTIAL AREA



PARKING & ACCESS

PROJECT ADDRESS

203 and 207 1st Ave S/ 200 2nd Ave S/ 106,110 and 114 2nd St S, Kirkland WA 98033

PARCEL #(s)

1244000155; 4397700140; 4397700135; 4397700130; 4397700125

ZONE

CBD 4

DESIGN DISTRICT

Central Business District, Pedestrian-Oriented Business District

LOT AREA

19,284 SF

DENSITY

Unlimited

LOT COVERAGE

100% Allowed

MAXIMUM HEIGHT

54' (41' within 40' of 1st Ave S, 35' within 100' of the southerly boundary of 2nd Ave S. Structures with peaked roof forms are allowed increased heights.

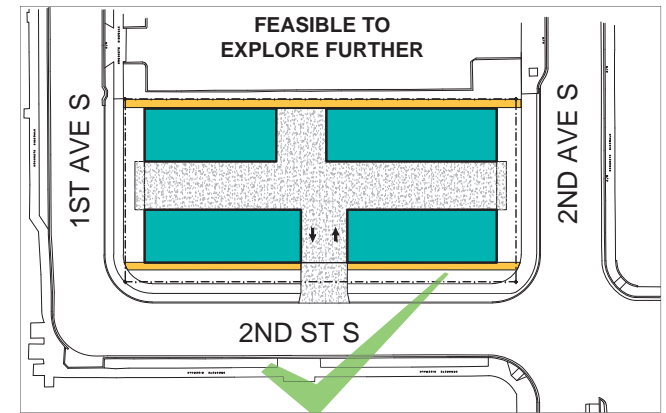
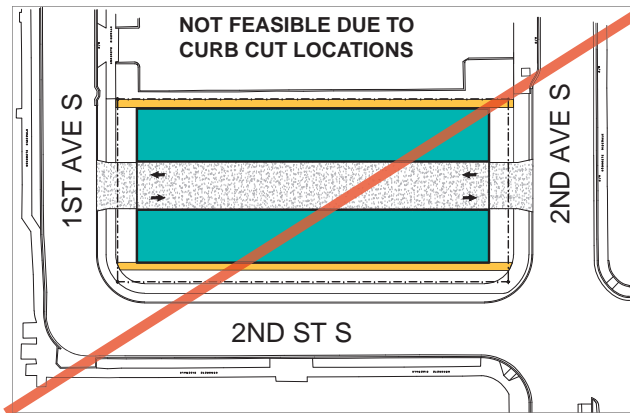
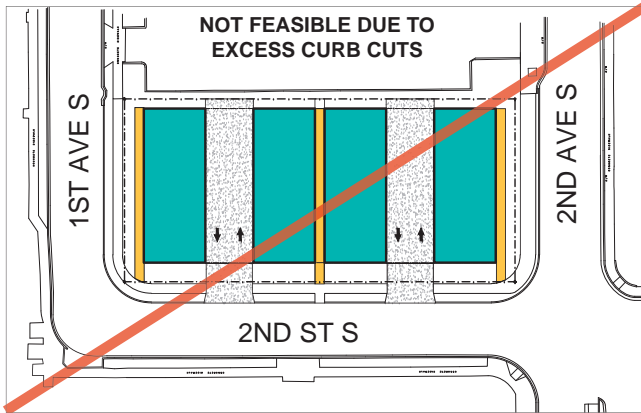
SETBACKS

0' Setback at rear, 10'-0" setback at all front yards under KZC 50.32 Table.

LANDSCAPE

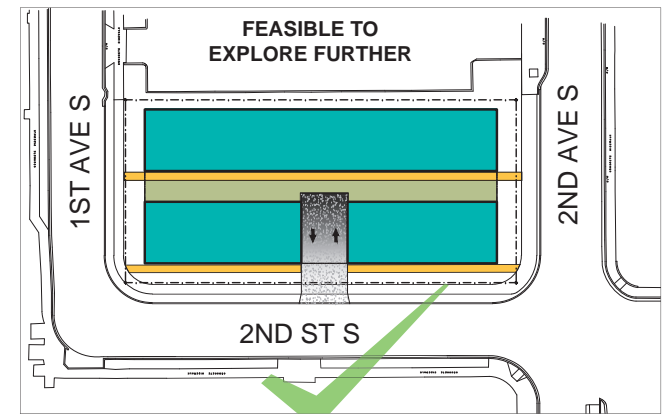
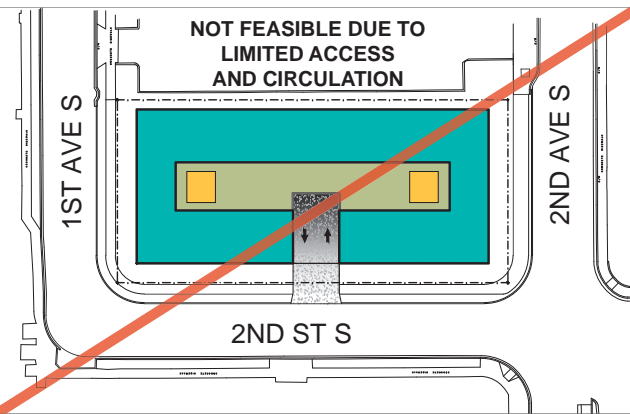
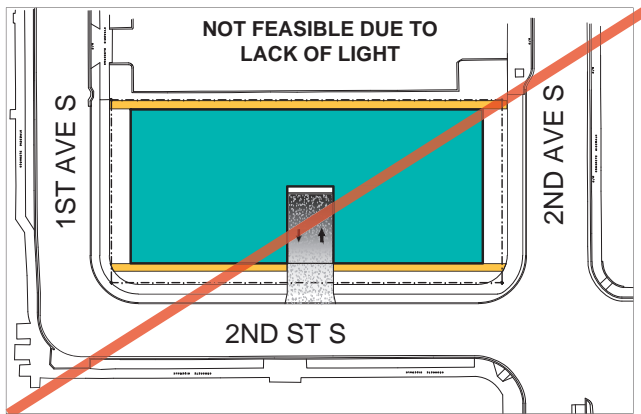
No buffer requirements.

EXPLORATORY DESIGN ITERATIONS



PRIVATE GARAGE ITERATIONS

Potential massing configurations based on vehicular access for separate, private garages.



SHARED GARAGE ITERATIONS

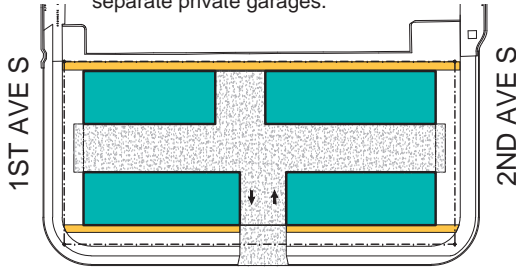
Potential massing configurations based on vehicular access for shared underground garage.



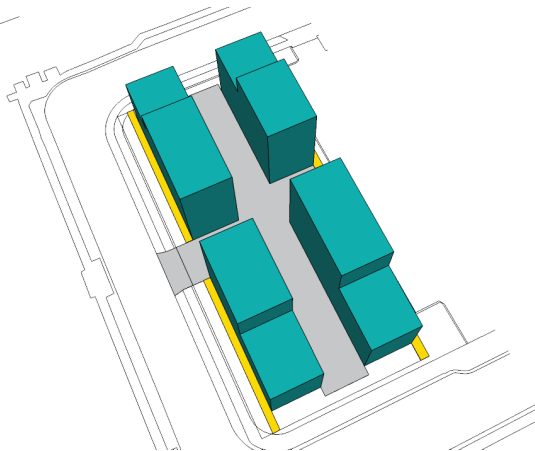
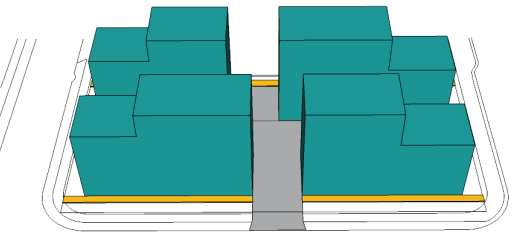
DESIGN SCHEMES: Massing Studies

SCHEME ONE PRIVATE GARAGE

Single vehicular access point serving separate private garages.

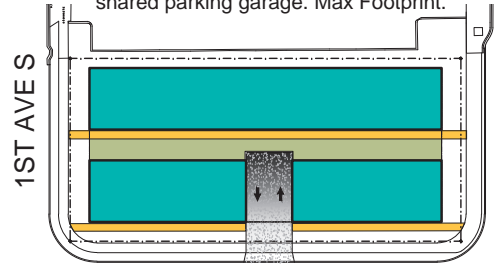


2ND ST S

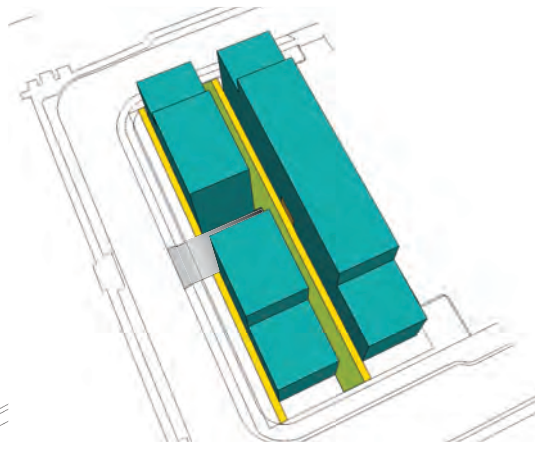
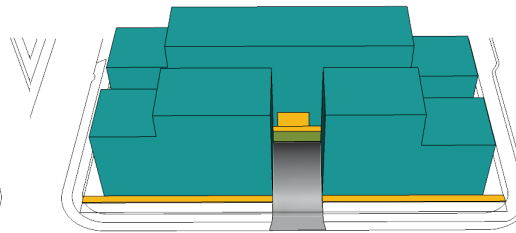


SCHEME TWO SHARED GARAGE

Single vehicular access point serving shared parking garage. Max Footprint.

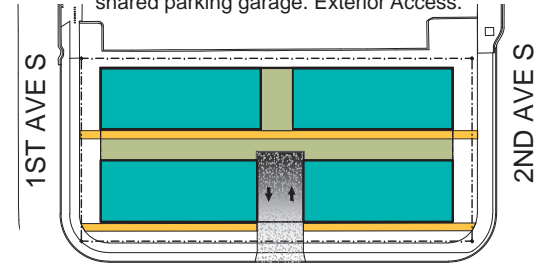


2ND ST S

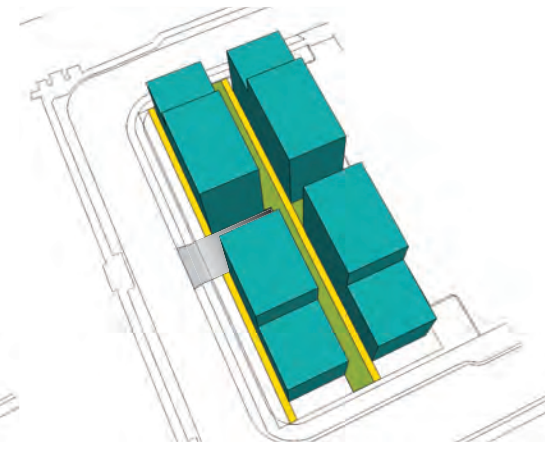
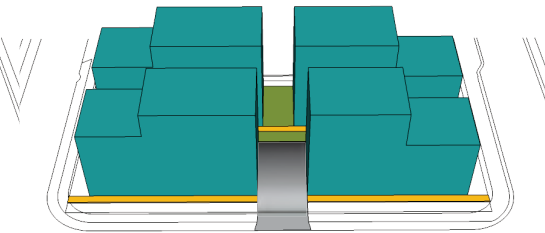


SCHEME THREE SHARED GARAGE

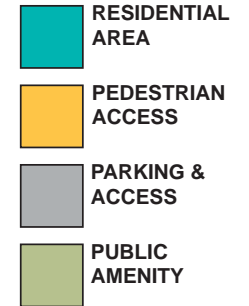
Single vehicular access point serving shared parking garage. Exterior Access.



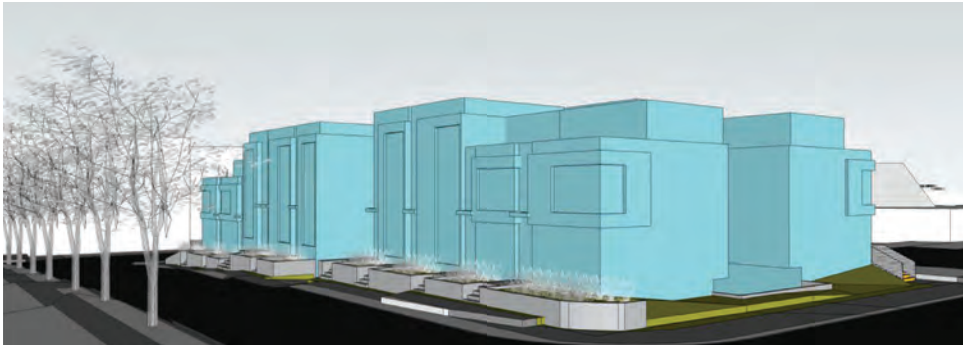
2ND ST S



USE KEY

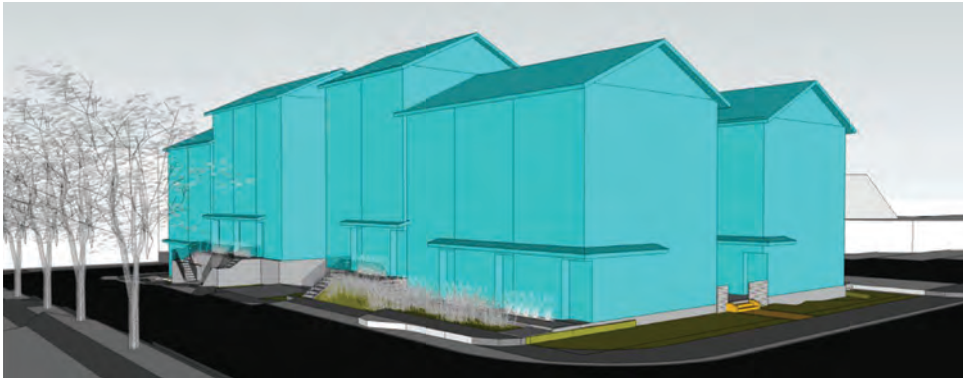


ARCHITECTURAL MASSING: Design Schemes



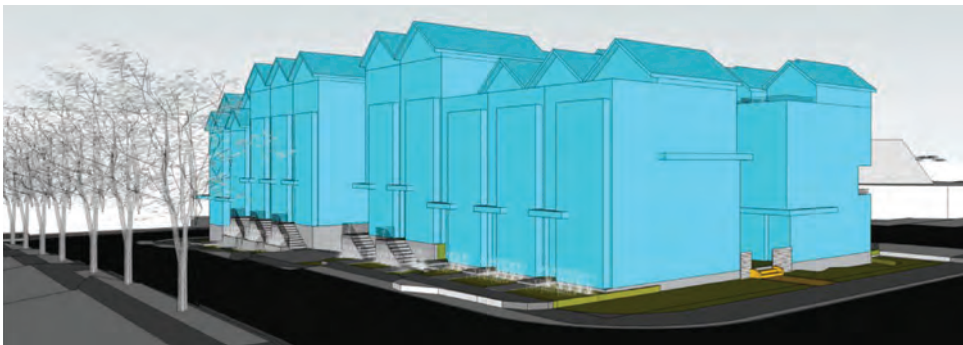
SCHEME ONE **PRIVATE GARAGE**

This scheme incorporates private garages, accentuating unit individuality. The street facing units have private entries, while the rear units are accessed from a communal sidewalk.



SCHEME TWO **MAX ENVELOPE**

This scheme provides a shared parking garage and maximized envelope to capitalize on available height and floor space. Pedestrian front entries are shared.



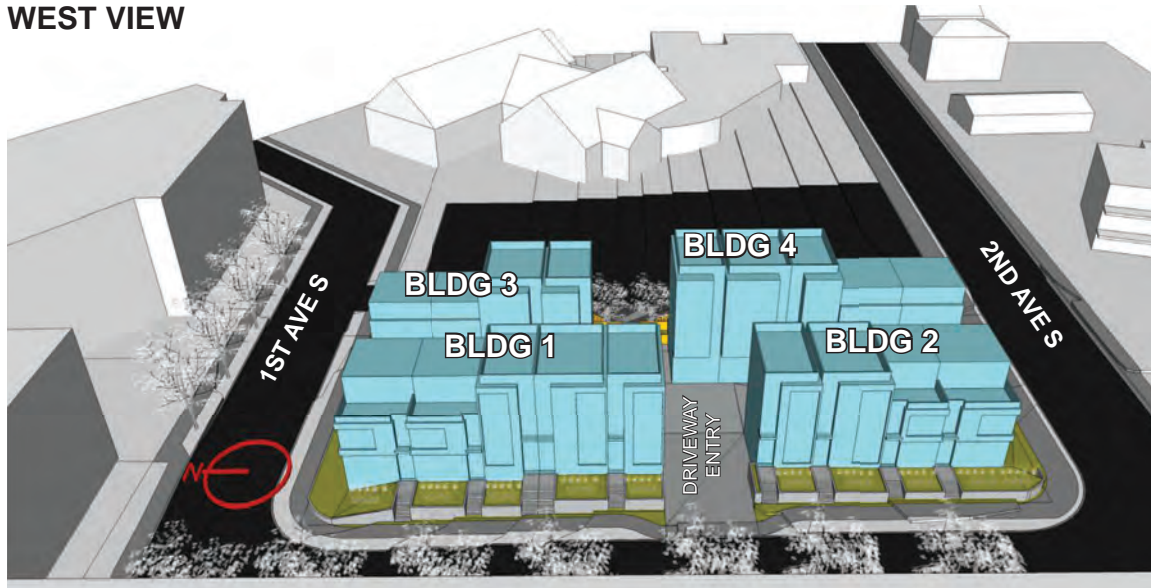
SCHEME THREE (PREFERRED) **TRADITIONAL FORM**

This scheme provides a classic silhouette with gabled roof forms to create visual transition from adjacent multi-family projects to nearby single family uses.

Pedestrian front entries are separated and set back from the sidewalk to create street level interest. Parking is provided through a shared garage.

ARCHITECTURAL MASSING: Scheme One

WEST VIEW



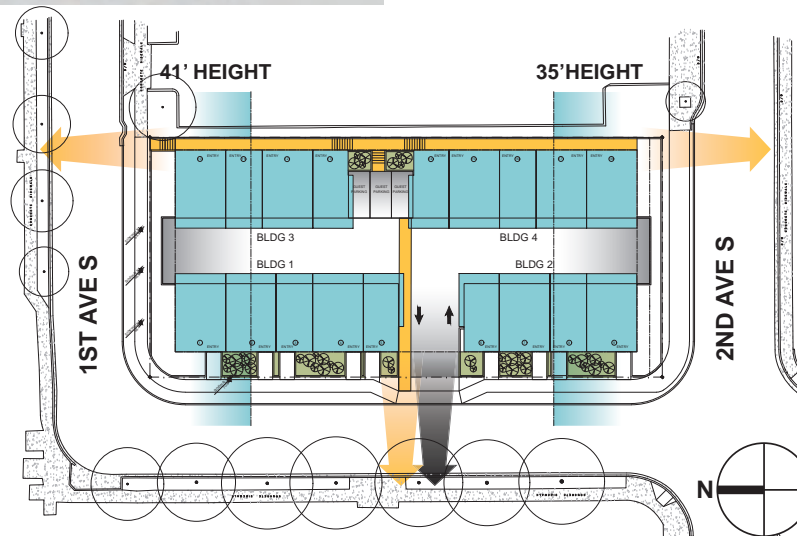
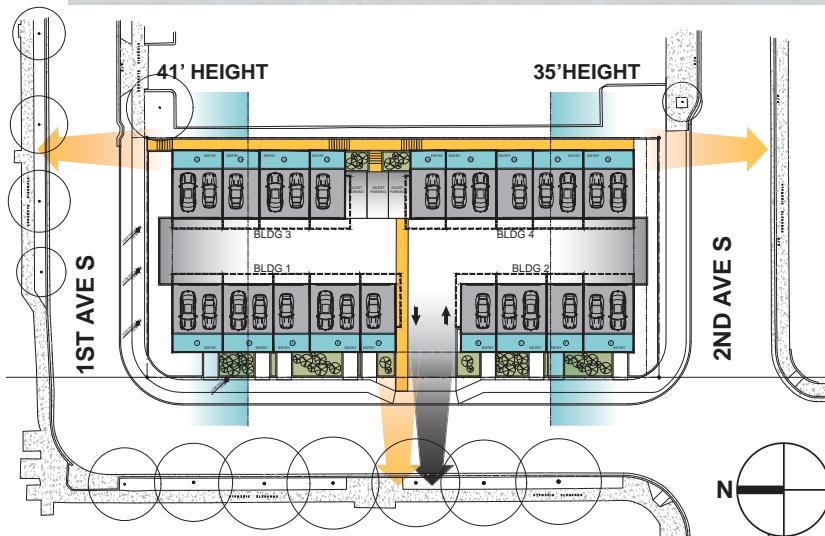
SCHEME ONE PRIVATE GARAGE

Opportunities:

- Provide single curb cut and with private garages within individual units
- Modulated envelope provides interest at pedestrian level
- Provides visual distinction between unit types
- Provides opportunity for vertical modulation
- Provides view and daylight opportunities at the central shared driveway
- Integrated landscape and tree elements at perimeter

Constraints:

- Does not maximize full development potential
- Rear units lack visually distinct and private entries
- Shared driveway limits public amenity space at the ground level



USE KEY

- RESIDENTIAL AREA
- PEDESTRIAN ACCESS
- PARKING & ACCESS
- PUBLIC AMENITY

ARCHITECTURAL MASSING: Scheme One

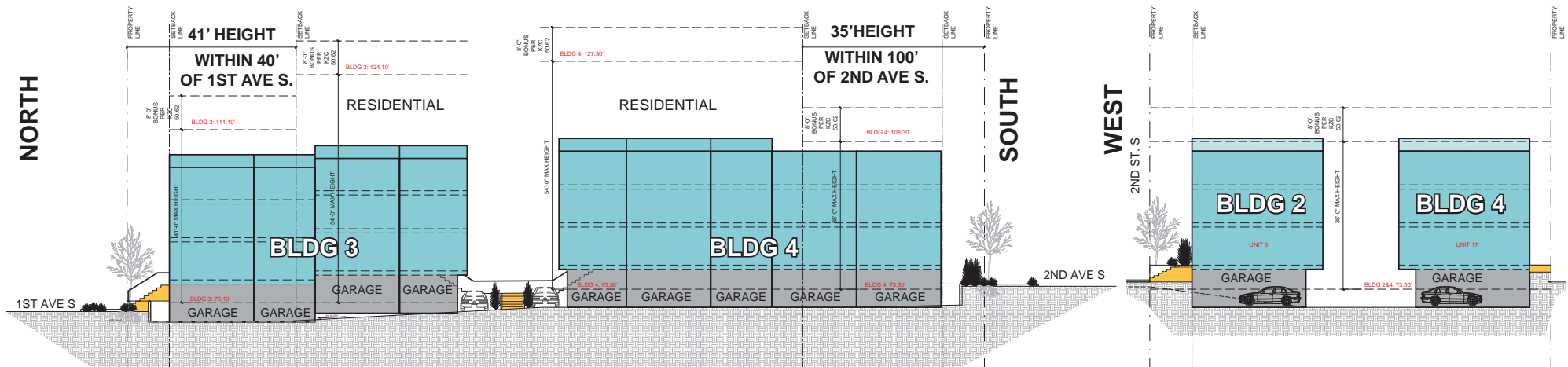


DESIGN NARRATIVE

This scheme provides individual residential use through private garages. The contemporary roof form allows for maximum private deck area decks creating a modern infill development that incorporates both adjacent single family and multifamily structures.

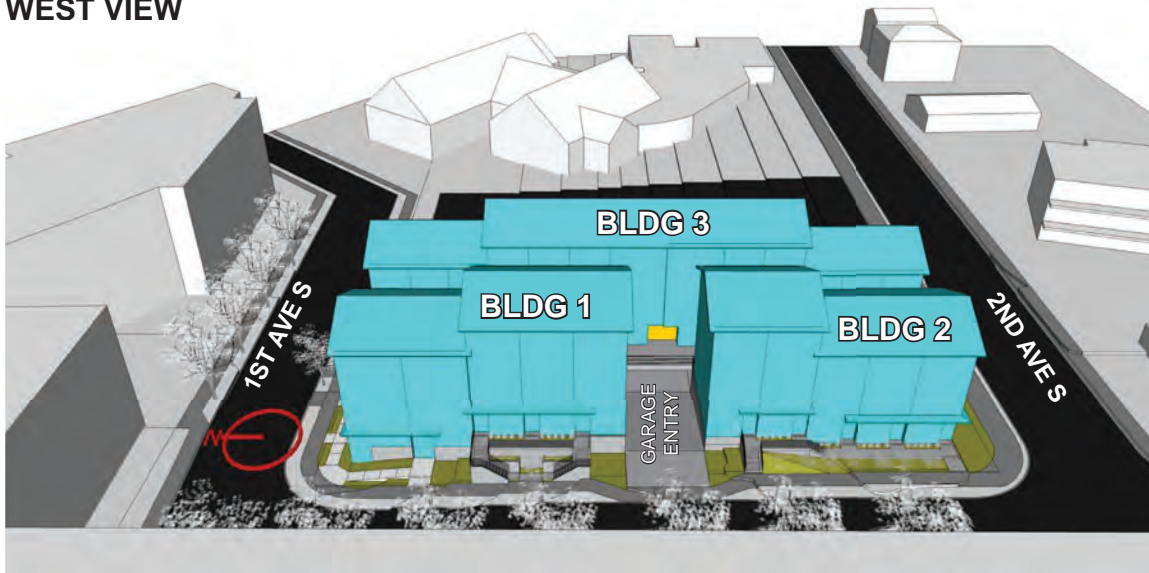
USE KEY

	RESIDENTIAL AREA		PARKING & ACCESS
	PEDESTRIAN ACCESS		PUBLIC AMENITY



ARCHITECTURAL MASSING: Scheme Two

WEST VIEW



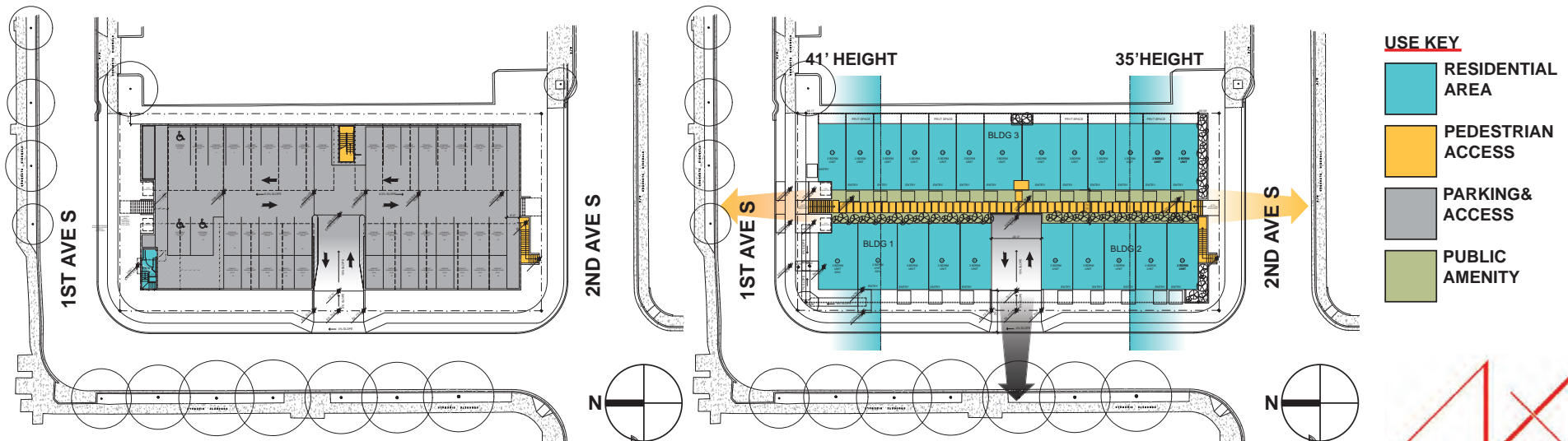
SCHEME TWO MAX ENVELOPE

Opportunities:

- Zoning Code-compliant massing with no departures required
- Provide single curb cut and consolidated underground parking
- Through-site pedestrian access
- Maximizes development potential
- Opportunity to provide pedestrian friendly features
- Provide view and daylight opportunities at the central access corridors
- Integrated landscape and tree elements

Constraints:

- Minimal architectural articulation and modulation
- Roof forms restricted by shared maximum height limit
- Minimal pedestrian orientation
- Minimal opportunity for architectural elements and detailing
- Minimal opportunity for dwelling unit individuality

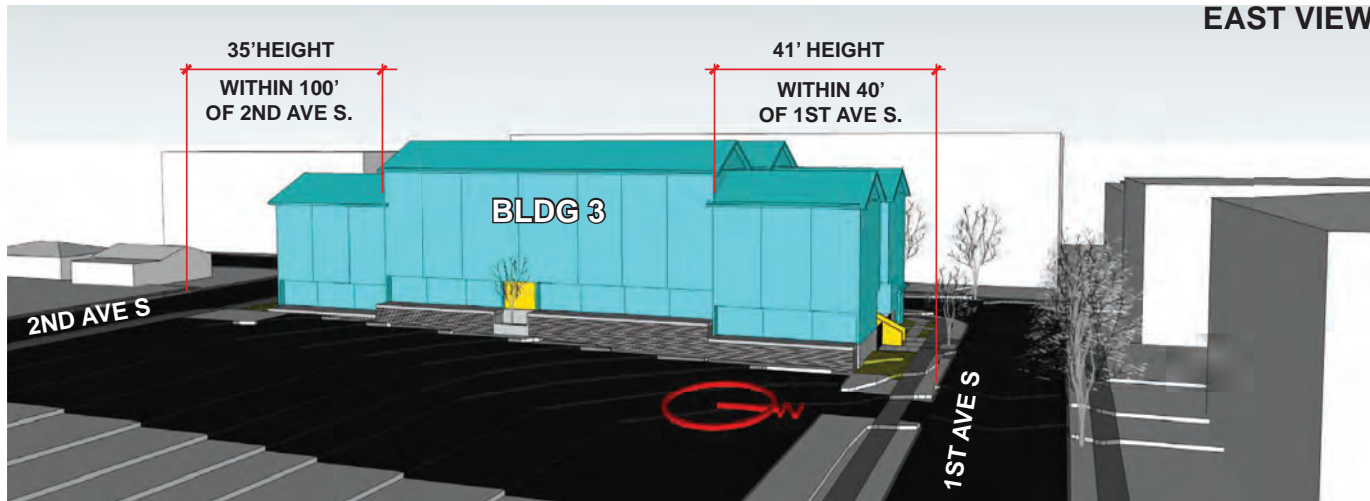


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MEDICI ARCHITECTS

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ARCHITECTURAL MASSING: Scheme Two



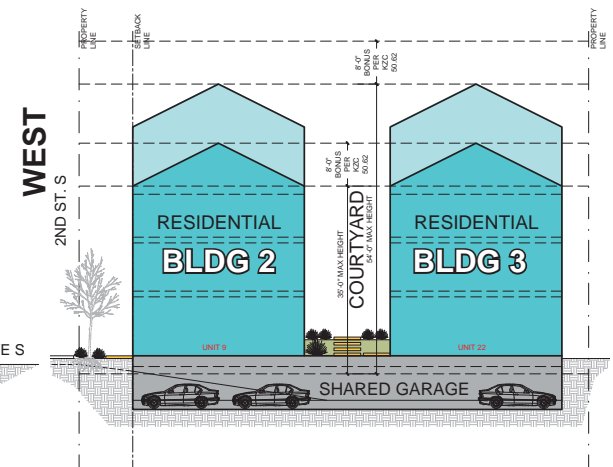
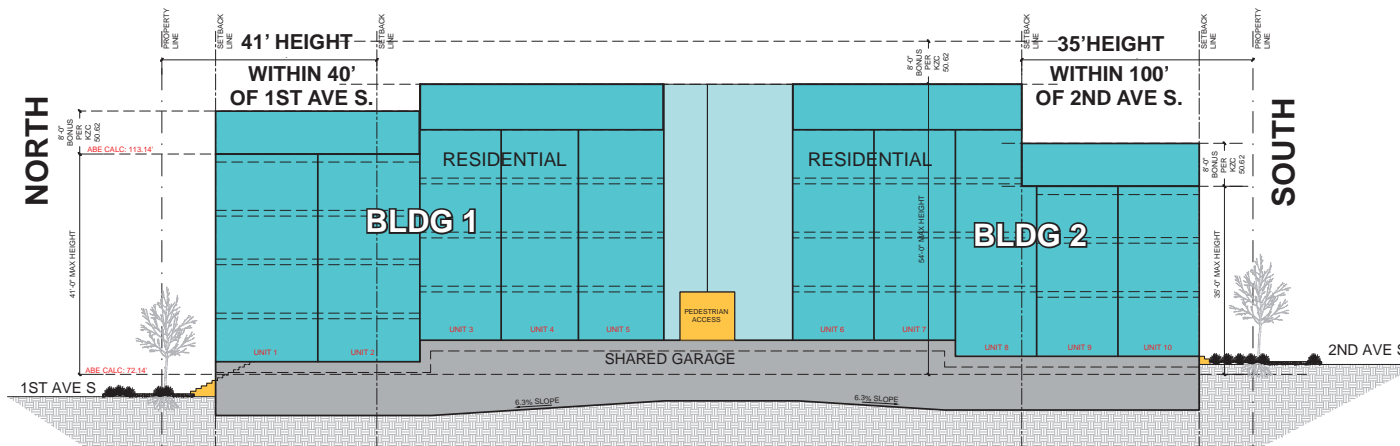
DESIGN NARRATIVE

This scheme provides the maximum development potential while still conforming to the required maximum height setbacks.

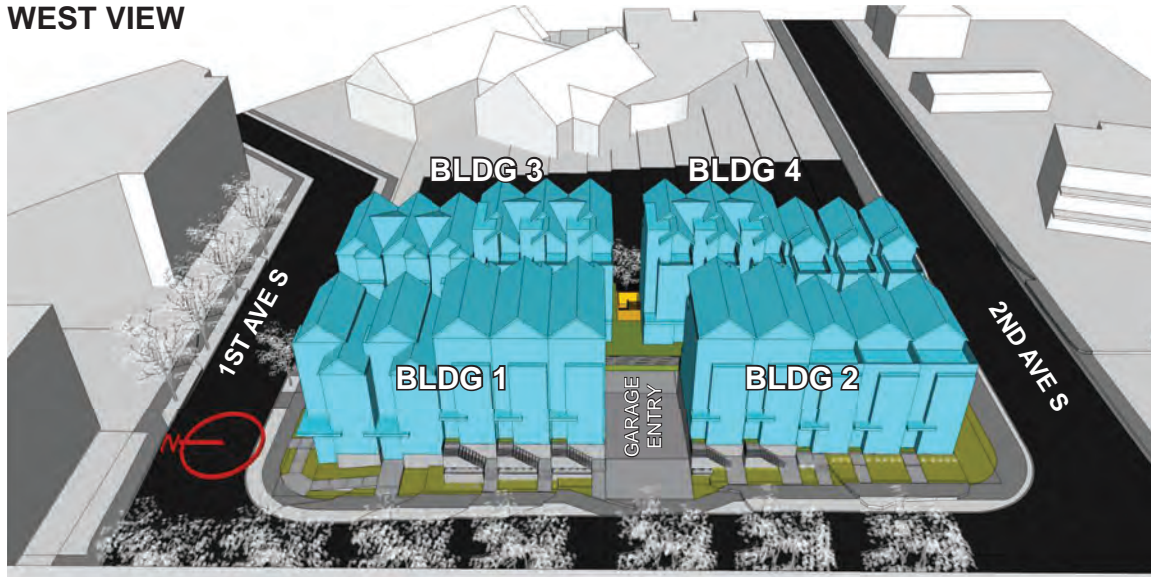
The simplified form reflects the larger block developments to the North and West of the site.

USE KEY

 RESIDENTIAL AREA	 PARKING & ACCESS
 PEDESTRIAN ACCESS	 PUBLIC AMENITY



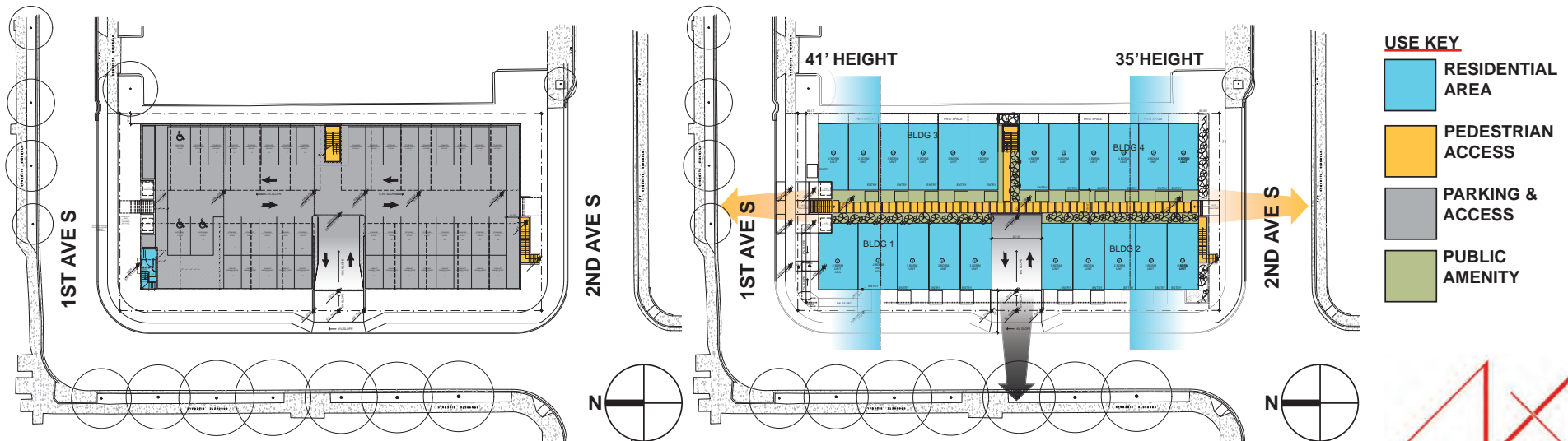
ARCHITECTURAL MASSING: Scheme Three Preferred WEST VIEW



SCHEME THREE TRADITIONAL FORM

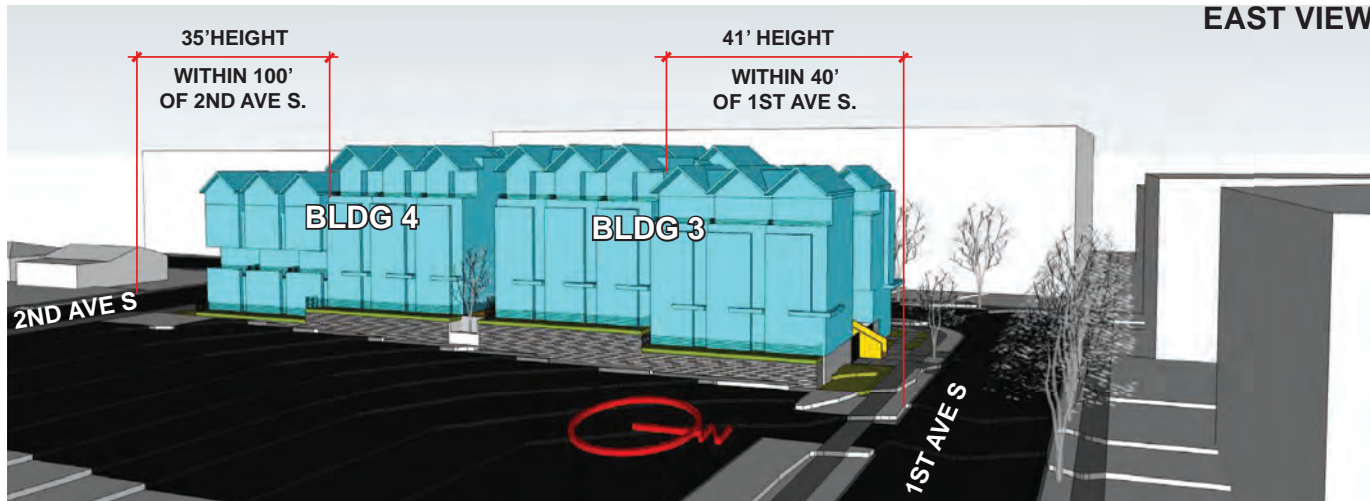
Opportunities:

- Zoning Code-compliant massing with no departures required
- Provide single curb cut and consolidated underground parking
- Through-site pedestrian access
- Maximizes development potential
- Modulated envelope provides interest at pedestrian level
- Opportunity to provide pedestrian friendly features
- Provide view and daylight opportunities at the central access corridors
- Integrated landscape and tree elements
- All facades are activated and engage the public right of way or interior pedestrian corridor
- Provides visually distinct units
- Pitched roofs take advantage of allowed height bonus
- Traditional gable roof forms provide visual transition between adjacent single family uses and larger multi-family developments.



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ARCHITECTURAL MASSING: Scheme Three Preferred



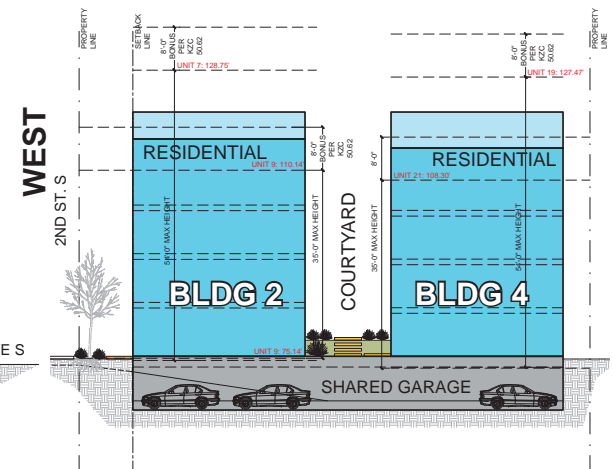
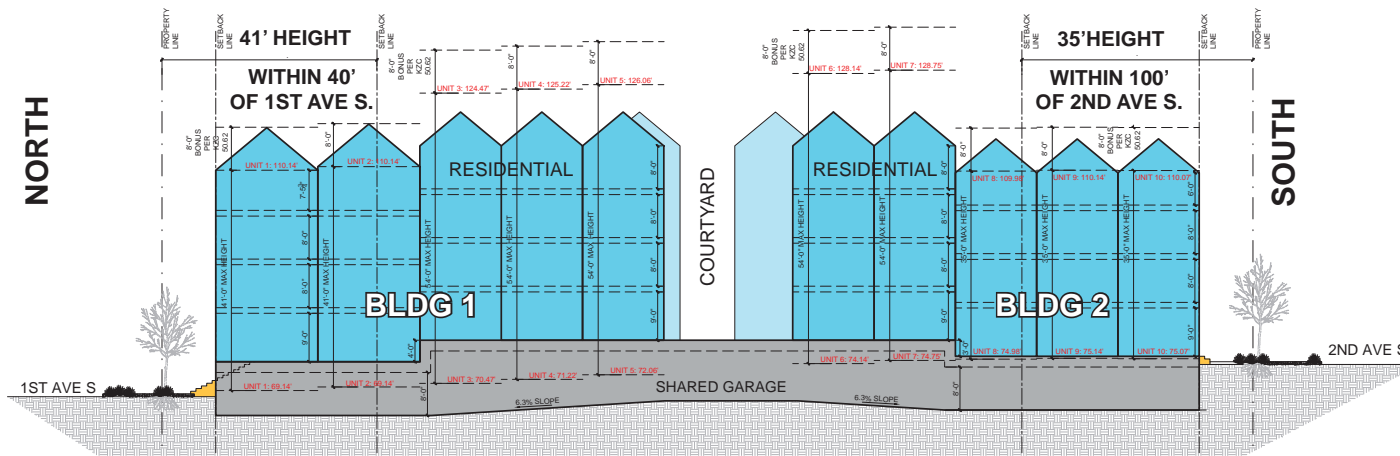
DESIGN NARRATIVE

This design provides residential character by reducing scale through traditional pitched roof forms, facade articulation, and pedestrian level details.

The traditional form allows for maximum development potential while creating opportunities for balconies, roof decks, and facade modulation.

USE KEY

 RESIDENTIAL AREA	 PARKING & ACCESS
 PEDESTRIAN ACCESS	 PUBLIC AMENITY



ARCHITECTURAL INSPIRATION: Form



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ARCHITECTURAL INSPIRATION: Material

STONE ACCENTS



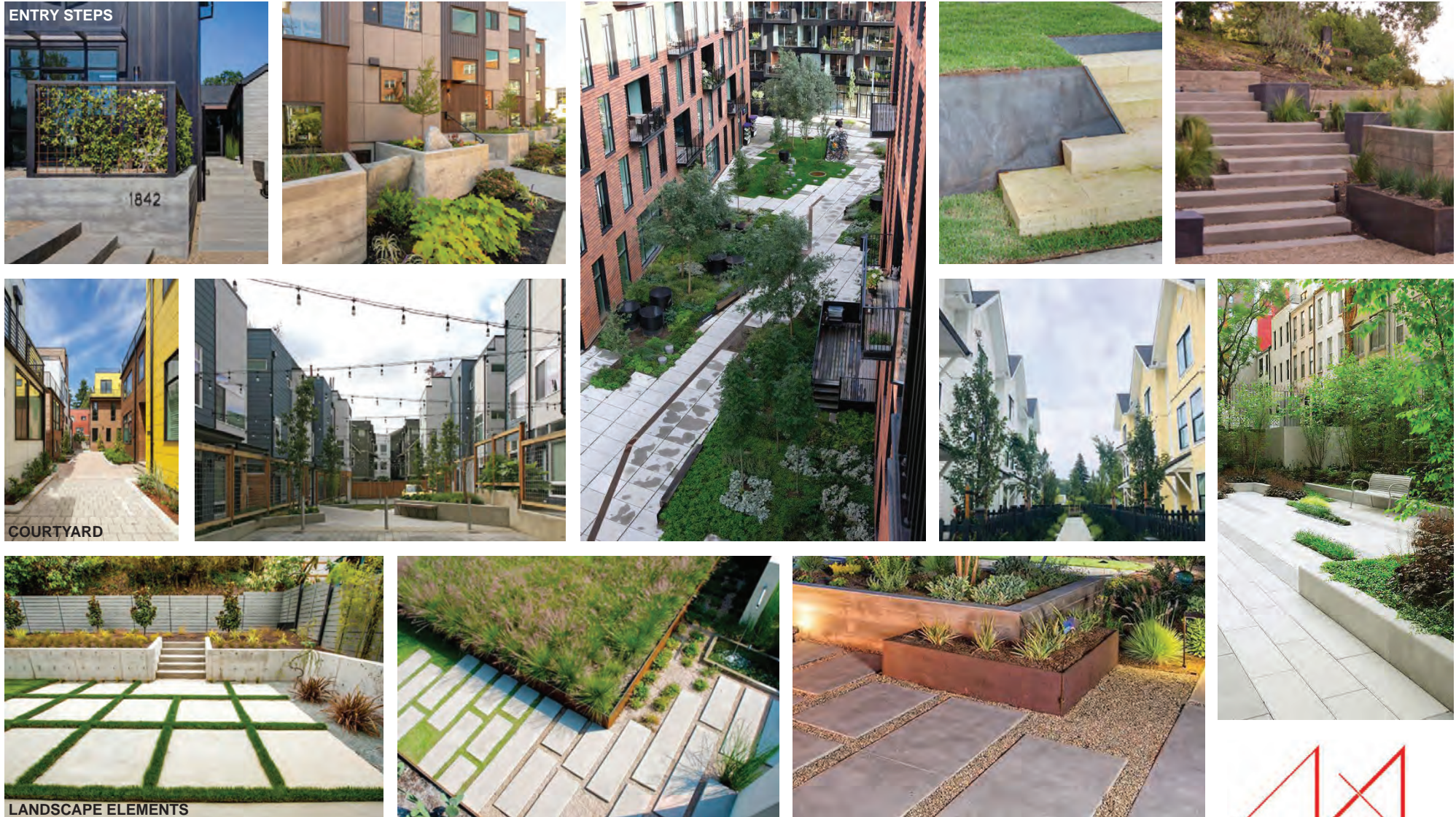
BRICK ACCENTS



WOOD ACCENTS

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ARCHITECTURAL INSPIRATION: Landscape



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50.29 User Guide – CBD 4 zones.

The charts in KZC [50.32](#) contain the basic zoning regulations that apply in the CBD 4 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 50.30**Section 50.30 – 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. Structures east of Second Street South shall be set back 10 feet from Second Avenue South (does not apply to Detached Dwelling Unit and Public Park uses).
3. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure (does not apply to Public Park uses).
4. Maximum height of structure is 55.4 feet above average building elevation west of Second Street South, including any adjacent structure in CBD-1 west of 2nd Street South developed with a structure in this zone.
5. No portion of a structure within 100 feet of the southerly boundary of Second Avenue South abutting the RM 3.6 zone shall exceed 35 feet. No portion of a structure within 40 feet of First Avenue South shall exceed 41 feet (does not apply to Detached Dwelling Unit uses).
6. See KZC [50.62](#) for additional building height provisions.
7. Development shall not isolate any existing detached dwelling unit in this zone (does not apply to Detached Dwelling Unit and Public Park uses).

[link to Section 50.32 table](#)

The Kirkland Zoning Code is current through Ordinance 4713, passed December 10, 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 50.32	<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						
.010	Restaurant or Tavern	D.R., Chapter 142 KZC.	None	0'	0'	0'	100%	54' above average building elevation or existing grade.	D	E	One per each 125 sq. ft. of gross floor area.	1. No aspect or component of this use, including open dining areas, may be oriented towards Second Avenue South. 2. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 3. Drive-in or drive-through facilities are prohibited.
.020	Entertainment, Cultural or Recreational Facility										See KZC 50.60 and 105.25.	1. No aspect or component of this use, including hotel/motel rooms and open dining areas, may be oriented toward Second Avenue South. 2. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists.
.030	Hotel or Motel										One for each room. See Spec. Reg. 3.	3. 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	Any Retail Establishment, other than those specifically listed, limited, or prohibited in this zone, selling goods or providing services including banking and related financial services									One per each 350 sq. ft. of gross floor area.	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. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 3. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or 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.	
.050	Private Lodge or Club											B

Section 50.32

Zone
CBD-4

USE ZONE CHART

Section 50.32	<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						
.060	Office Use	D.R., Chapter 142 KZC.	None	10'	0'	0'	100%	54' above average building elevation or existing grade.	D	D	One per each 350 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the D.R. and building permit applications. d. A veterinary office is not permitted if the subject property contains dwelling units. 2. 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. 3. Primary vehicle access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists.
.070	Church									B	One per every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	1. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 2. No parking is required for daycare or school ancillary to the use.
.080	Stacked or Attached Dwelling Units									A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	

Section 50.32	<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	10'	0'	0'	100%	54' above average building elevation or existing grade.	D	A	See Spec. Reg. 1.	<div>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.</div> <div>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:</div> <div><div>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.</div><div>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:</div><div><div>1) Charge for on-site parking, unbundled from the rent, for tenants who have cars.</div><div>2) Bus pass or equivalent alternative transportation mode subsidies for tenants who don't have cars.</div><div>3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges.</div><div>4) Adequate secured and sheltered bicycle parking to meet anticipated demand.</div><div>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.</div><div>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.</div></div></div> <div>REGULATIONS CONTINUED ON NEXT PAGE</div>

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.32

Zone
CBD-4

USE ZONE CHART

Section 50.32	<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	
											<div>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.</div> <div>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.</div> <div>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.</div> <div>3. All Residential Suites and all required parking within a project shall be under common ownership and management.</div> <div>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.</div> <div>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.</div>	

Section 50.32	<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 or Mini-School or Day-Care Center	D.R., Chapter 142 KZC.	None	10'	0'	0'	100%	54' above average building elevation or existing grade.	D	B	See KZC 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 3. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 4. 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.	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	Detached Dwelling Units	None	3,600 sq. ft.	20'	5'	10'	60%	If adjoining a low density zone, then 25' above average building elevation. Otherwise, 30' above building elevation.	E	A	2.0 per unit.	1. For this use, only one dwelling unit may be on each lot regardless of lot size. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.
.120	Public Utility, Government Facility, or Community Facility	D.R., Chapter 142 KZC.	None	10'	0'	0'	100%	54' above average building elevation of existing grade.	D	B	See KZC 105.25.	
.130	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Design Guidelines for Pedestrian Oriented Business Districts

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

Special Consideration for Downtown Kirkland

Sidewalk Width: New development should provide sidewalks at the recommended width. Providing wider sidewalks throughout downtown is a long-term endeavor.

NOTE: 2nd Avenue South is a major pedestrian sidewalk and subject to the zoning code provisions of KZC 110.52.

Parking Location: The Downtown Plan calls for limiting the number of vehicle curb cuts.

Parking Garage: Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.

Fenestration Patterns: Breaking larger window areas into smaller units to achieve a more intimate scale is most important in Design Districts 1, 2, 4, 8, and the southwest portion of 3 where new buildings should fit with older structures that have traditional-styled windows. Architectural Elements Decks, Bay Windows, Arcades, Porches.

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