



**CITY OF KIRKLAND**  
**Planning and Building Department**  
**123 Fifth Avenue, Kirkland, WA 98033**  
**425.587-3600 - [www.kirklandwa.gov](http://www.kirklandwa.gov)**

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## **MEMORANDUM**

**To:** Design Review Board  
**From:** Tony Leavitt, Associate Planner  
**Date:** January 25, 2018  
**File No.:** DRV17-00773  
**Subject:** 312 CENTRAL WAY  
CONCEPTUAL DESIGN CONFERENCE

### **I. MEETING GOALS**

At the February 5<sup>th</sup> Design Review Board (DRB) meeting, the DRB should review the conceptual design for the 312 Central Way 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 subject property is located at 312 Central Way (see Attachment 1). The applicant is proposing to construct a 4 story LEED Platinum Certified mixed use building that will include two levels of below grade parking. The street level will consist of commercial spaces, residential lobby/ amenities, and a garage entrance. Three levels of residential units and associated amenities will be located above. The applicant has provided a plan set which includes site/ neighborhood information and three different massing and siting concepts (see Attachment 2). **The applicant's preferred option is shown as Option 3.**

#### **SITE**

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

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

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

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

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

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

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

### III. **KEY ZONING REGULATIONS**

Zoning regulations for uses in CBD 7 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 dwelling units. Office and residential uses may not be located on the ground floor of a structure unless there is a minimum 30 foot (in depth) intervening retail use.

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

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

*Staff Comment: The applicant's preferred concept would require an upper story setback reduction from Central Way for the upper stories.*

*The DRB has the authority to approve a request for minor variations from the required setback yards pursuant to KZC Section 142.37 provided that:*

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

*As part of the Design Response Conference, the applicant should specify if a minor variation to the required setback yards is being requested. If so, the applicant should provide an analysis that addresses the criteria listed above.*

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

*Staff Comment: Staff will need to review the project for compliance with the City's height regulations during the Design Response phase. The applicant's preferred concept does show rooftop elements that exceed the maximum height limit. As a result, the applicant will need to apply for a rooftop appurtenance modification*

*pursuant to KZC Section 115.120.4.b. The modification will be reviewed by and decided on by Staff.*

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

- 1) No reasonable alternatives to the increased height or size, such as utilizing alternative equipment design or technology or locating the appurtenances at or below grade or within the structure, exists, and the amount of increase and the size of the appurtenance and its screening is the minimum amount necessary; and*
- 2) The applicant submits accurate graphic representations or other information that demonstrates that a) Views from adjacent properties will not be significantly blocked; and b) Visibility of the appurtenances from adjacent properties and streets will be minimized; and c) Aesthetic impacts resulting from the increased height and/or area will be minimized through appropriate screening, architectural integration, and/or location or consolidation of the appurtenance(s); and*
- 3) The height of the appurtenance, including the combined height of mechanical equipment or elevator penthouse and appurtenances mounted on top of the penthouse, shall in no event exceed the lesser of the following: the height of the story immediately below the appurtenance, or fifteen feet above the applicable height limitation; and*
- 4) In no event shall the total area occupied by rooftop appurtenances or enclosed within their screening exceed 25 percent the total area of the building footprint.*

*The Kirkland Zoning Code defines a rooftop appurtenance as HVAC equipment, mechanical or elevator equipment and penthouses, roof access stair enclosures, and similar equipment or appurtenances that extend above the roofline of a building.*

*Staff's initial review of the proposed rooftop amenity concludes that it does not meet the definition of a rooftop appurtenance, but Staff will review this more prior to the submittal of the Design Response Conference application.*

- D. Lot Coverage: CBD 7 zoning regulations allow 80% lot coverage or 100% if retail is provided with a 0' setback.
- E. Parking: Office uses must provide one parking space for each 350 square feet of gross floor area. Stacked dwelling units must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for the development. Guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls.
- Staff Comment: Staff will evaluate the proposed project for compliance with the City's parking regulations.*
- F. Landscaping: Based on the proposed uses on the subject property and the adjoining multi-family development to the north, a 15'-wide landscape buffer is required along the north property line planted pursuant to standards found in KZC Section 95.42.

*Staff Comment: A landscape plan and Tree Retention Plan should be submitted with the Design Response Conference application. Existing significant trees that are located within the required landscape buffer and determined to be viable should be retained to the maximum extent possible.*

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

- G. Sidewalks: Central Way is a designated as a Pedestrian Oriented Street. Therefore the sidewalk standards require a minimum 10' wide sidewalk along the entire frontage of the subject property abutting Central Way. An 8' wide sidewalk is required along 3<sup>rd</sup> Street as it is a Major Pedestrian Sidewalk. The final sidewalk configuration shall be approved through the design review process.

#### **IV. 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 summarizes some of the key guidelines or regulations which apply specifically to the project or project area. The following is a list of key design issues and/or design techniques that should be addressed with this project.

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

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

#### **V. CONTEXT**

The context or setting in which the proposed development will be located is important in determining the appropriate design regulations 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

## **VI. 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 building layout and massing designs including a preferred option for the **DRB's review and comment** (see Attachment 2).
3. **Provide feedback on proposed minor variations as part of applicant's preferred massing option.**

### **B. Pedestrian Access**

1. How does the proposed massing and location of structures relate or respond to the pedestrian environment?
2. What are opportunities for pedestrian oriented spaces at the street level (plazas, outdoor dining)?
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?

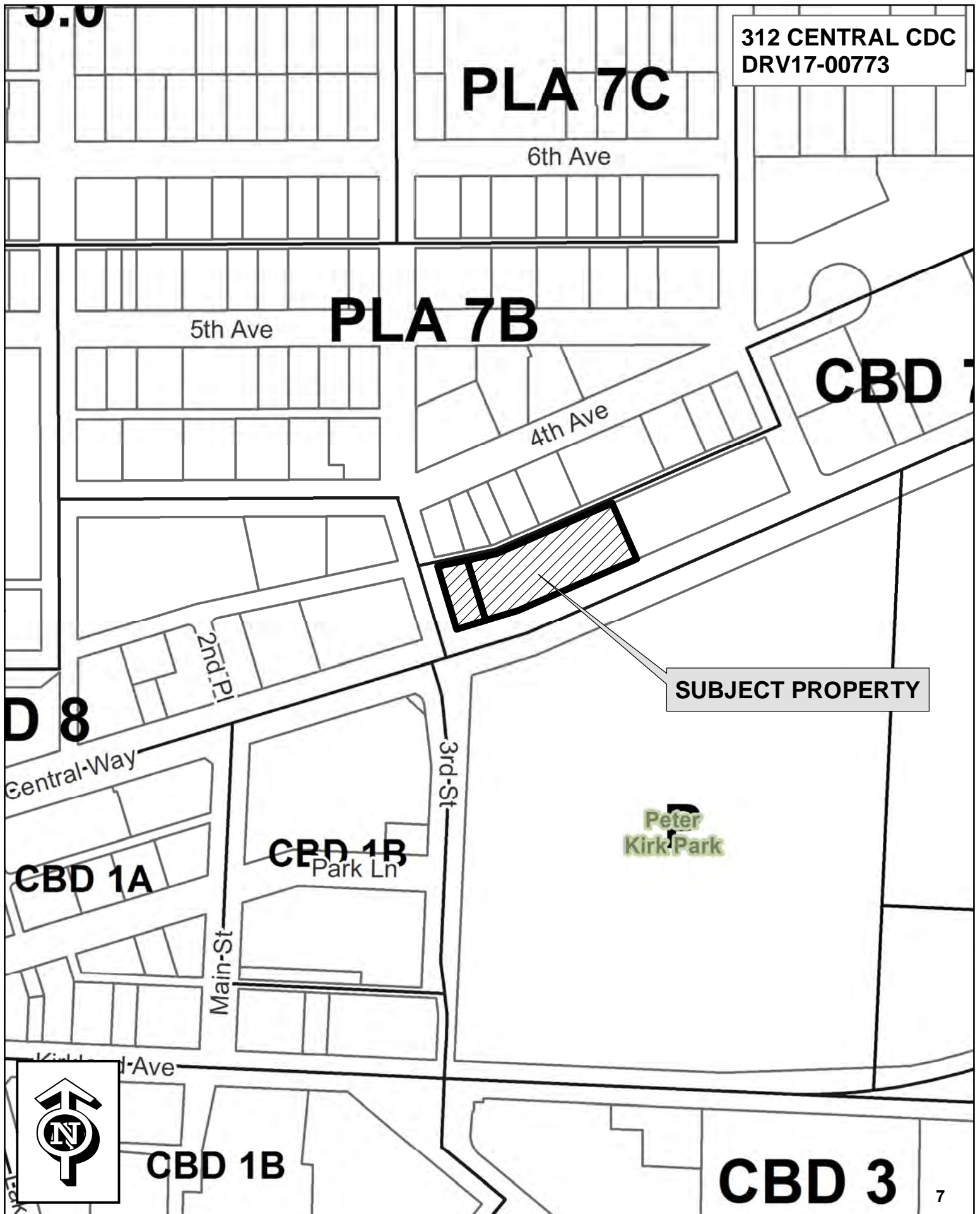
## **VII. ITEMS REQUIRED FOR DESIGN RESPONSE CONFERENCE**

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

## **VIII. ATTACHMENTS**

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





312 CENTRAL CDC  
DRV17-00773

**PLA 7C**

6th Ave

5th Ave

**PLA 7B**

4th Ave

**CBD 7**

SUBJECT PROPERTY

**D 8**

Central Way

2nd Pl

3rd St

**CBD 1A**

**CBD 1B**  
Park Ln

Main St

Peter  
Kirk Park

**CBD 1B**

**CBD 3**





DRV17-00773  
Attachment 2



# 312 Central Way

## Conceptual Design Conference

Date: December 22, 2018  
Project #: 17010.00



## Contents

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## Project Information

Property Address	312 Central Way Kirkland, WA 98101
Project Legal Description	LOTS 35 THROUGH 46, INCLUSIVE, BLOCK 95, KIRKLAND TERRACE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 21 OF PLATS PAGE 42, IN KING COUNTY, WASHINGTON.  <b>Plat Block: 95</b> <b>Plat Lot: 35 THRU 46</b>  <b>Tax Parcel Number: 390010-1330</b>
Kirkland Permit Number	PRE17-00719
Owner	Henbart LLC
Development Manager	Anthony Jansen, Project Manager 4025 Delridge Way SW, Suite 530 Seattle, WA 98106  206 290 0958 anthonyj@henbart.com
Architect	Graphite Design Group 1809 7th Avenue, Suite 700 Seattle, WA 98101 <i>Contact:</i> Gary Barber, AIA, Project Manager 206.224.3335 gary.barber@graphitedesigngroup.com www.graphitedesigngroup.com



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## Vicinity Map and Design Objectives

### Project Goals

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

### Development Goals

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






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

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

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

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



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

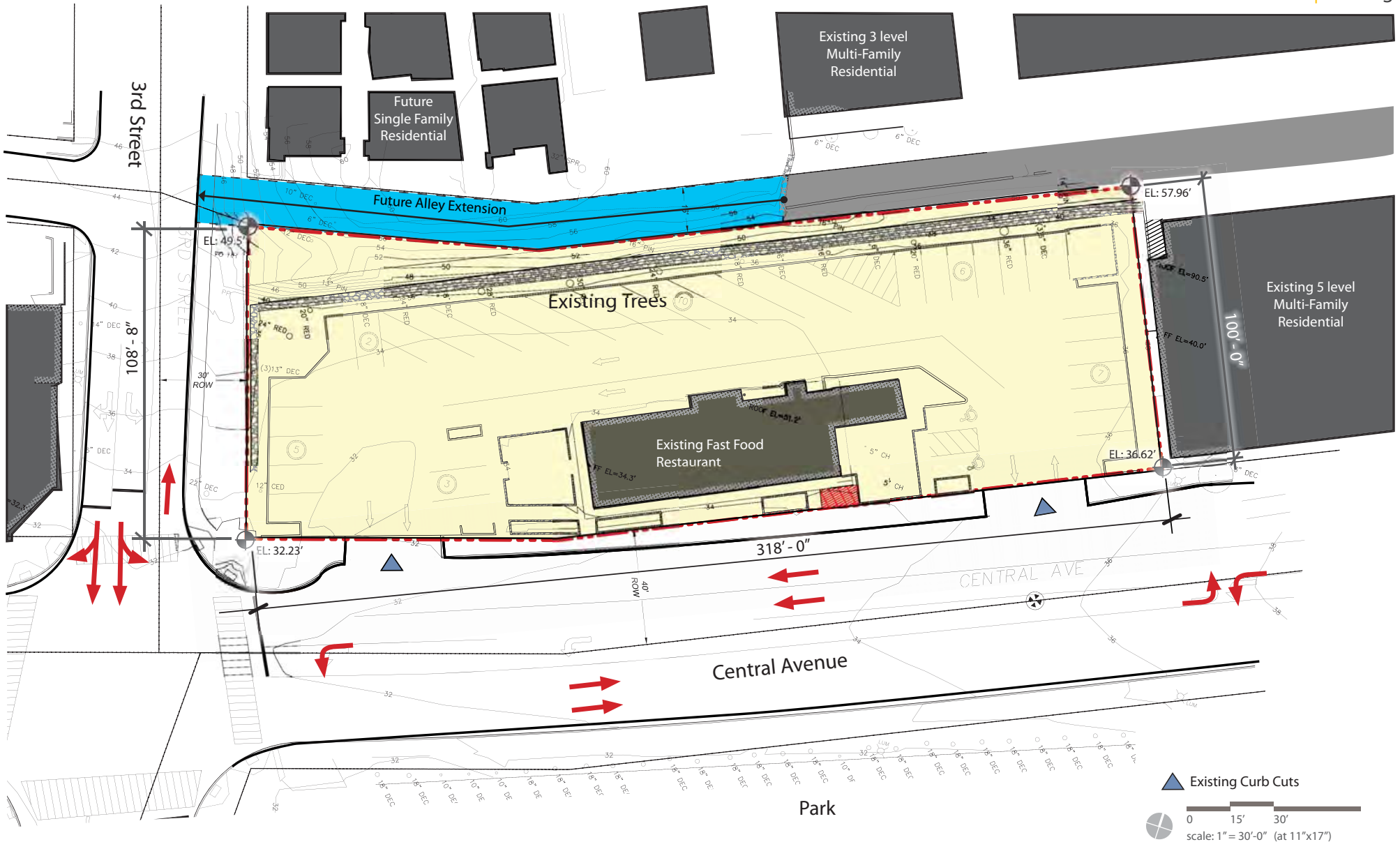


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Site Plan | Existing



GRAPHITE

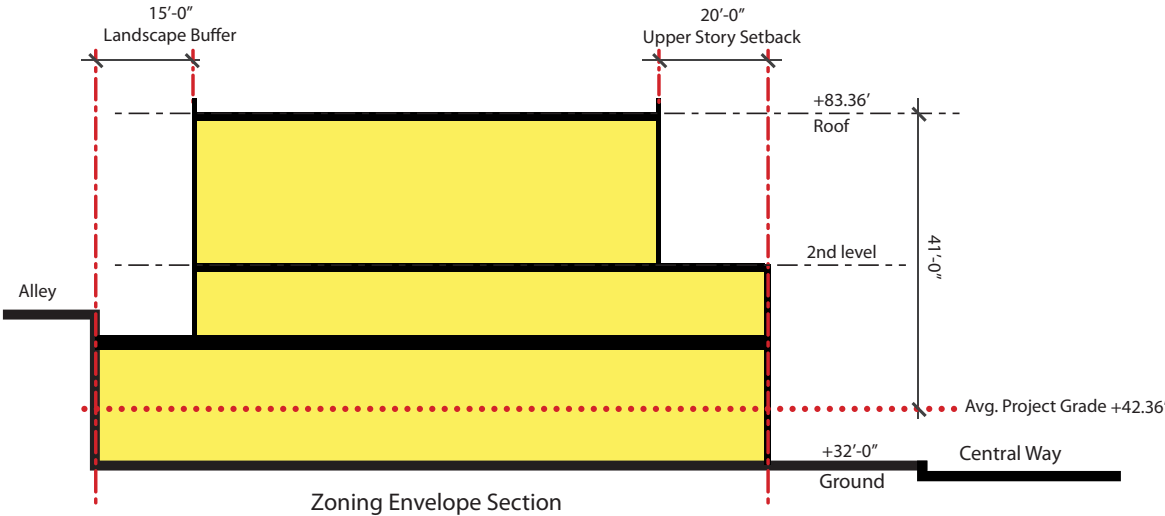
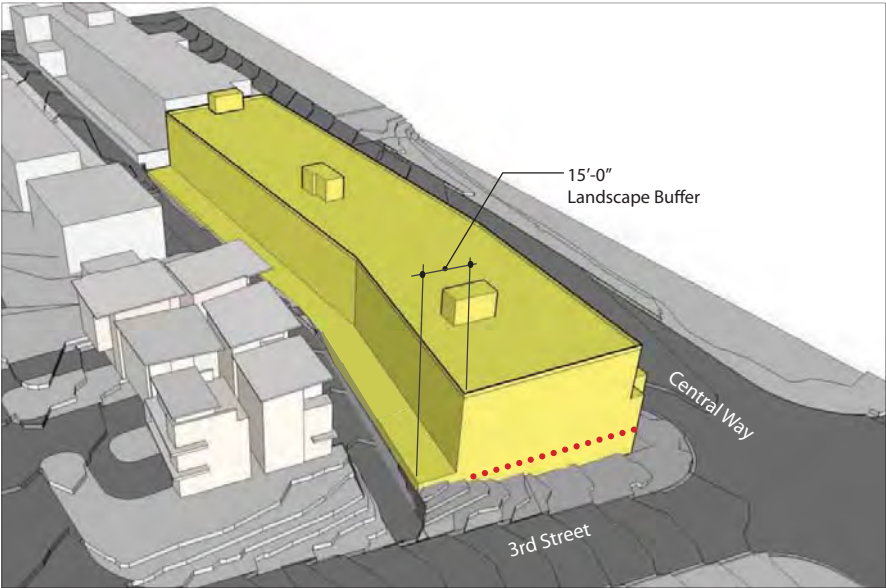
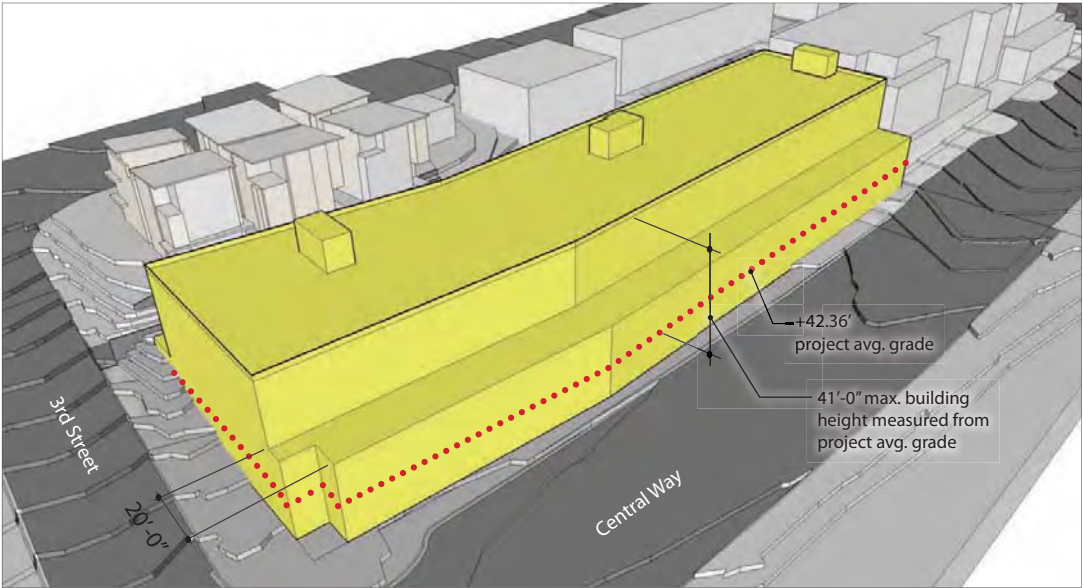


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Zoning Envelope and Code Analysis



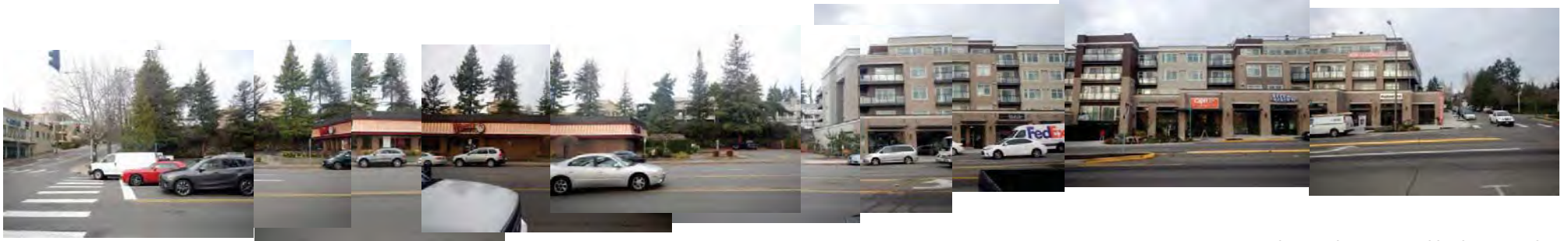
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Site | Context and Photos



Site Photos along Central looking North



Site Photos along Central looking South



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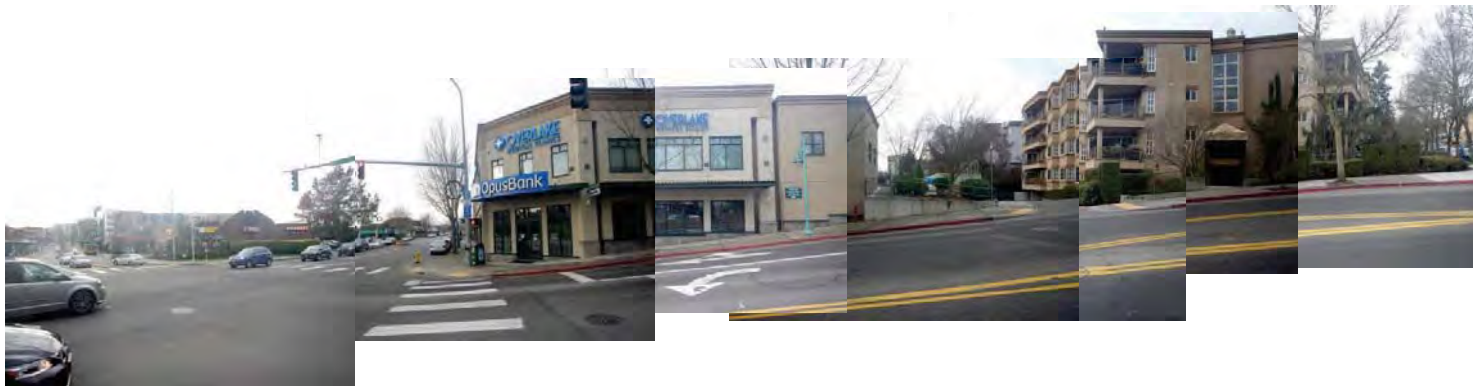


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Site | Context and Photos



Site Photos along 3rd looking East



Site Photos along 3rd looking West



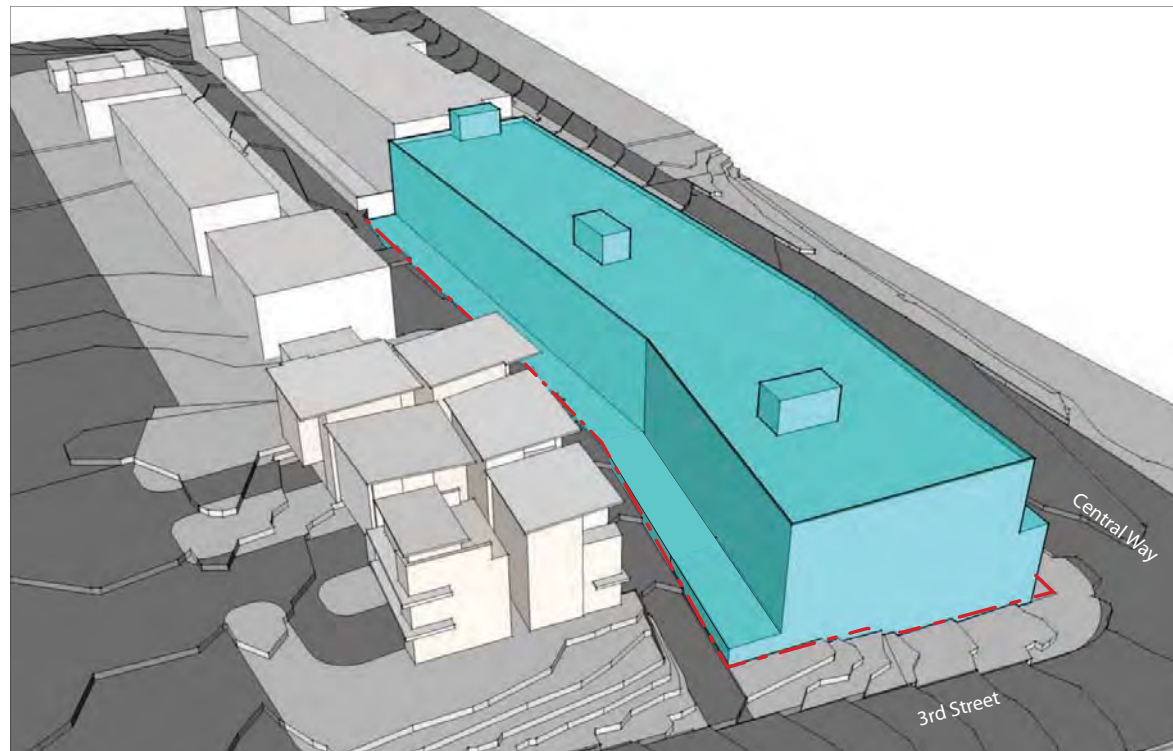
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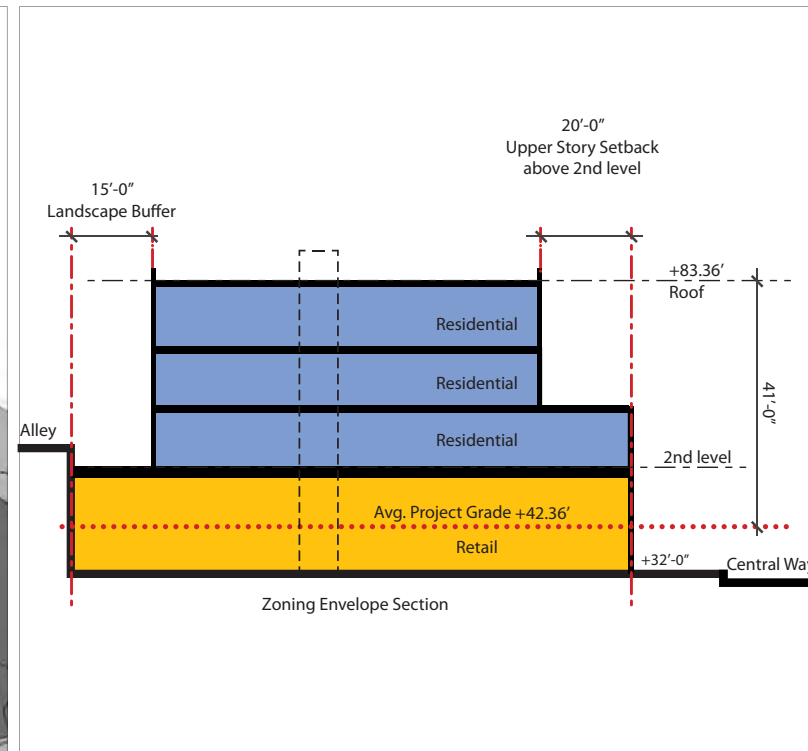
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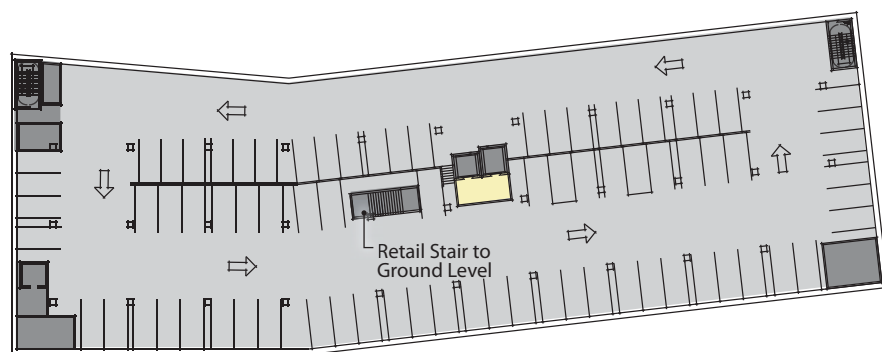
# Massing Option 1 | Zoning Envelope



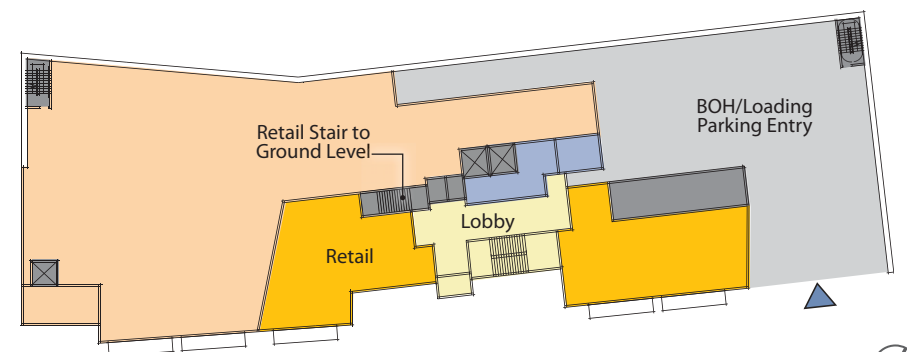
1. View from Northwest



Massing Section



Parking Level Plan



Ground Level Plan



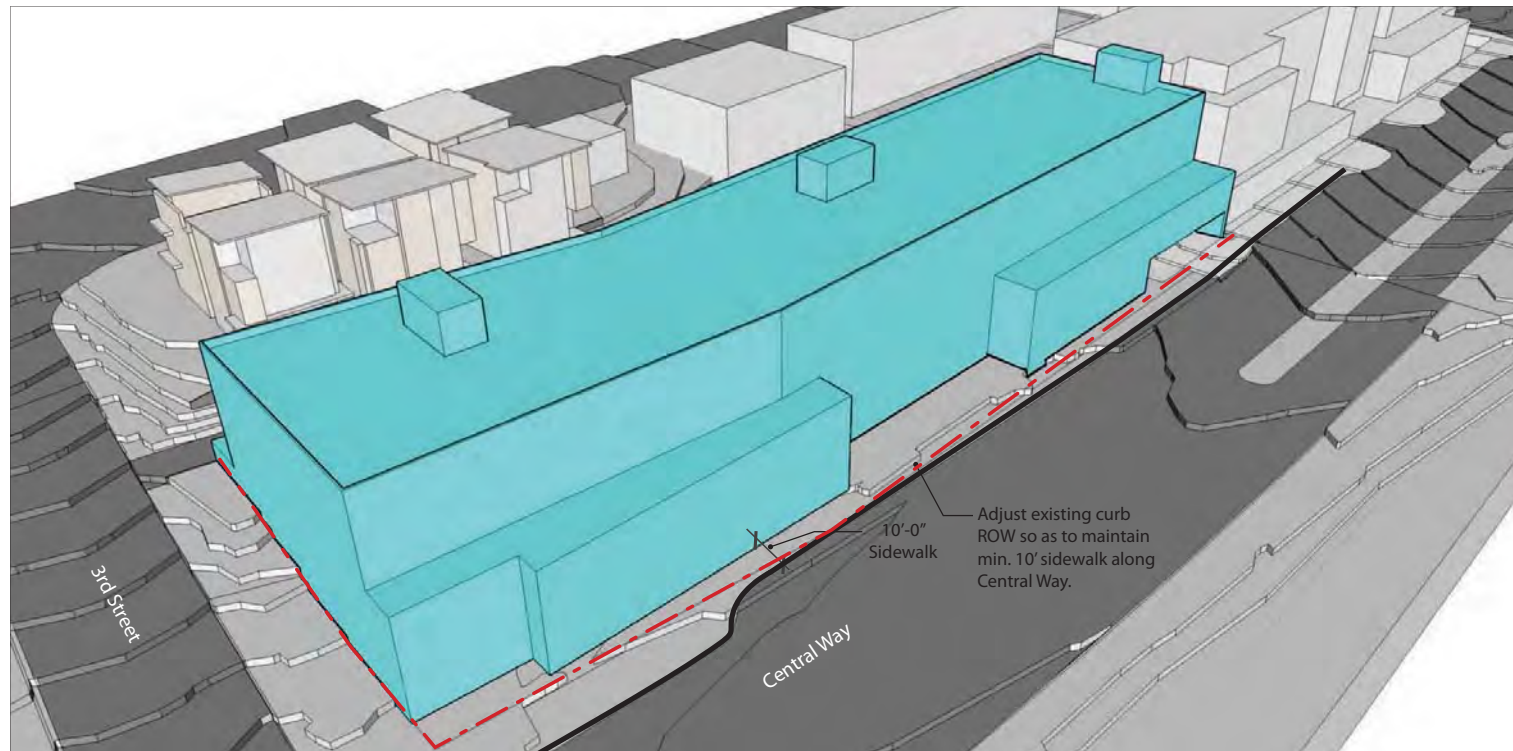
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## Massing Option 1 | Zoning Envelope



2. View from Southwest

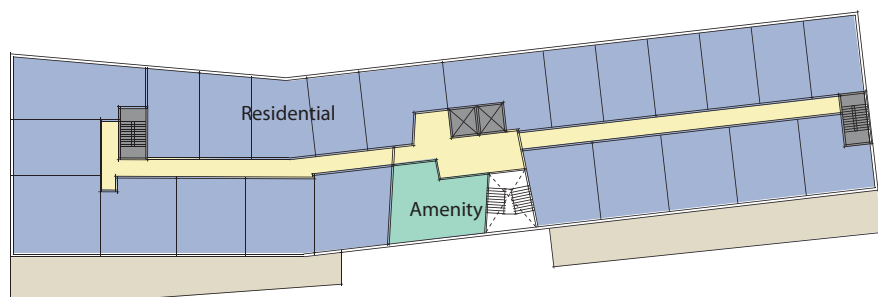
### Massing Narrative

#### Opportunities:

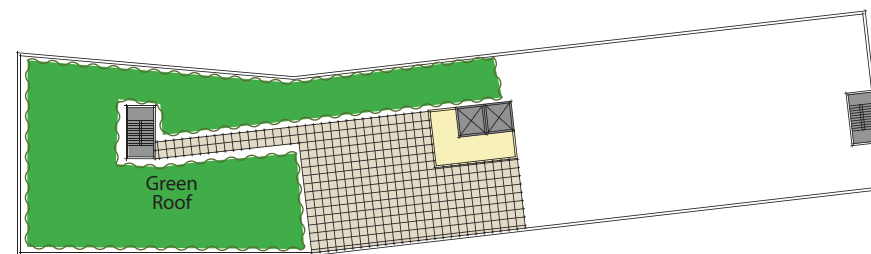
- Zoning Code-compliant massing with no departures required
- Minimized view obstruction for surrounding properties
- Construction simplicity due to extruded massing
- Consolidated loading within project footprint
- Loading dock and parking entry located at mid block
- Consolidation of existing curb cuts to 1

#### Constraints

- Compromised unit layouts for upper levels
- Minimal architectural articulation and modulation.
- Minimal interaction with green roof.



Typical Plan



Roof Garden 



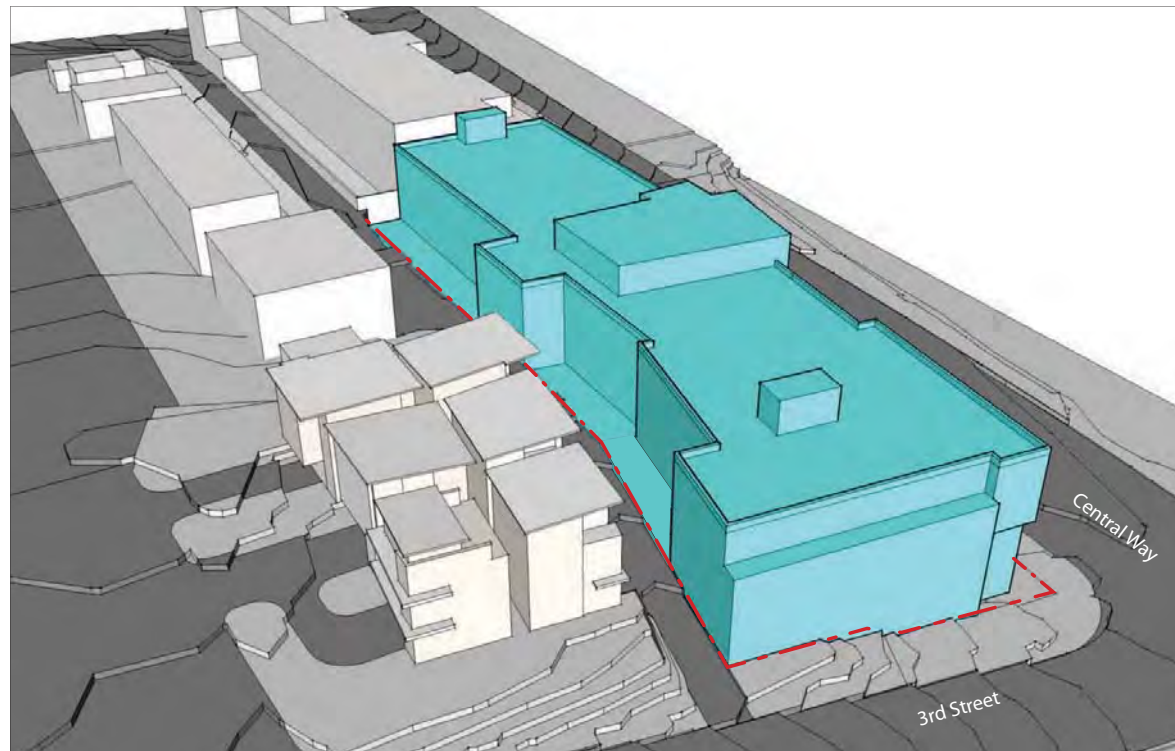
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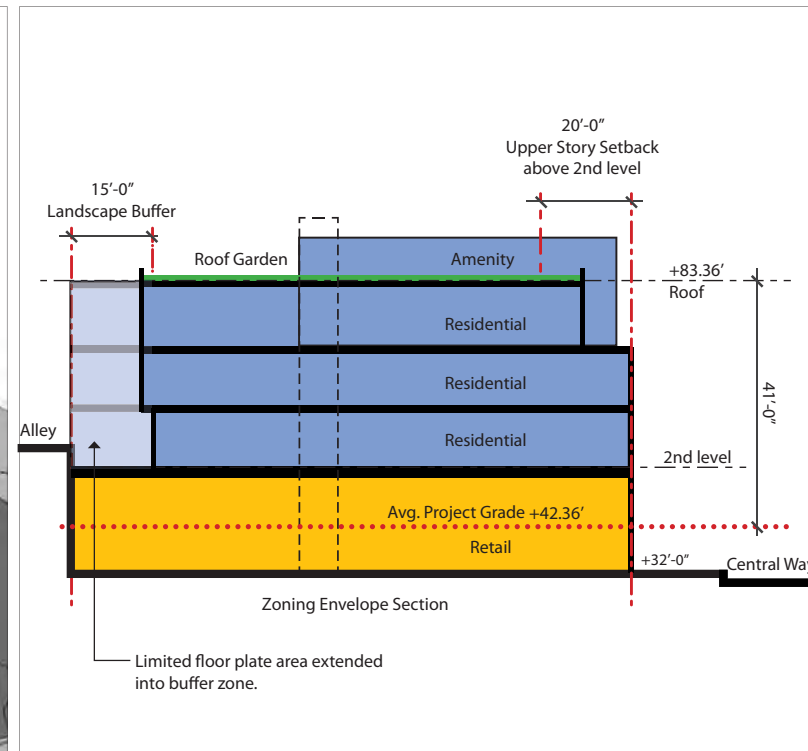
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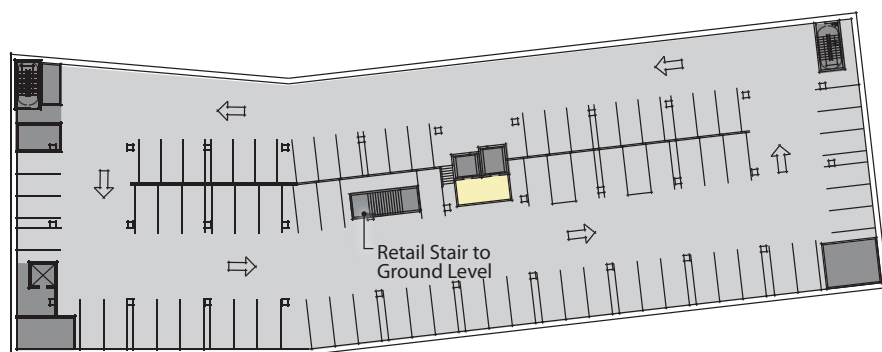
## Massing Option 2 | Maximize Floor Plates



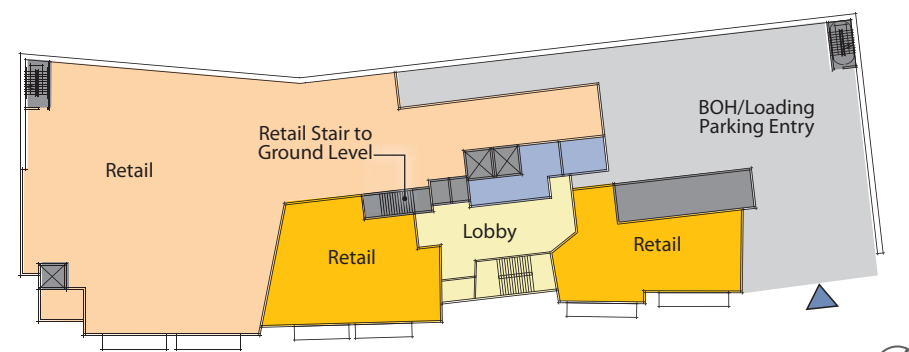
1. View from Northwest



Massing Section



Parking Level Plan



Ground Level Plan

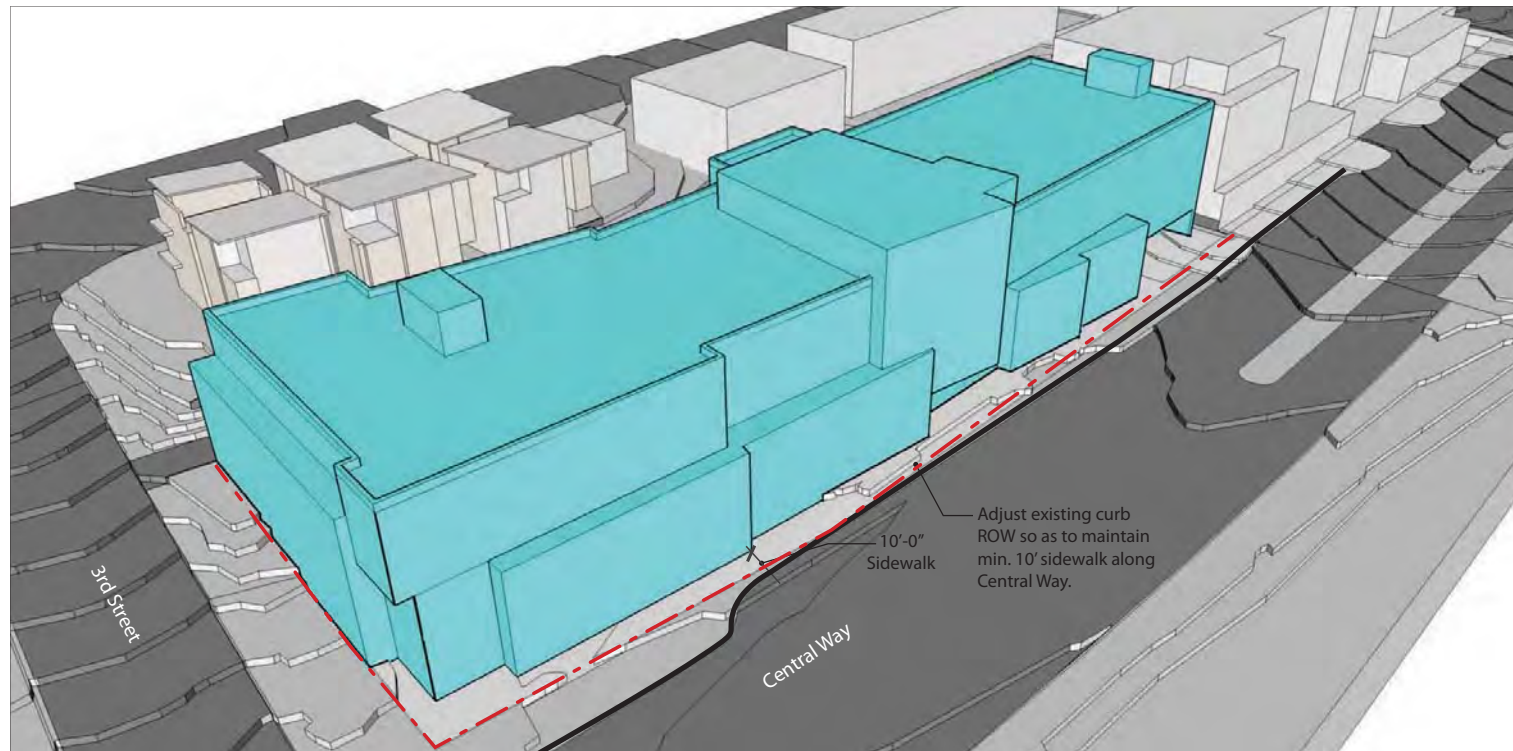


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## Massing Option 2 | Maximized Floor Plates



### Massing Narrative

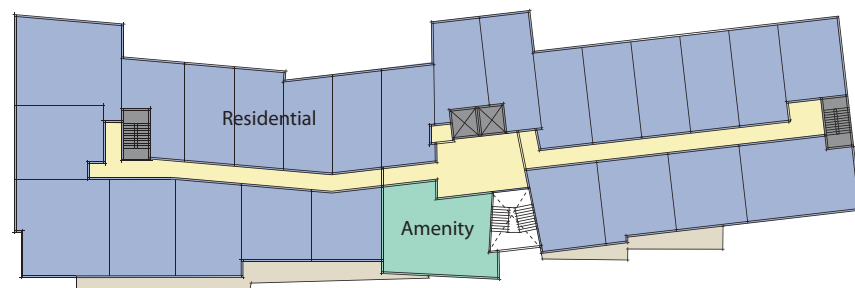
#### Opportunities:

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

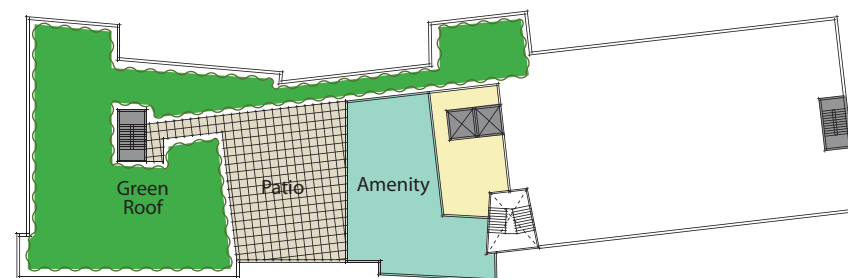
#### Constraints

- Requires departures for upper level setbacks and alley landscape buffer
- Compromised views for some surrounding properties
- Large massing at upper levels along Central Way

2. View from Southwest



Typical Plan



Roof Garden



GRAPHITE



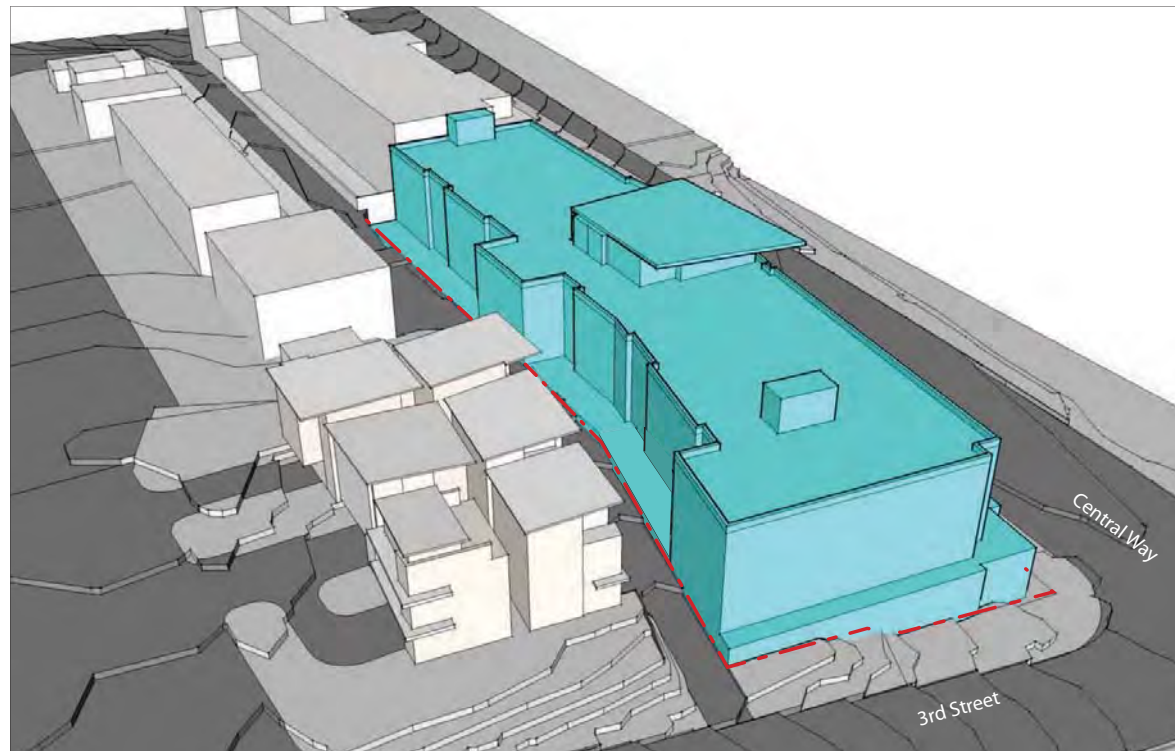
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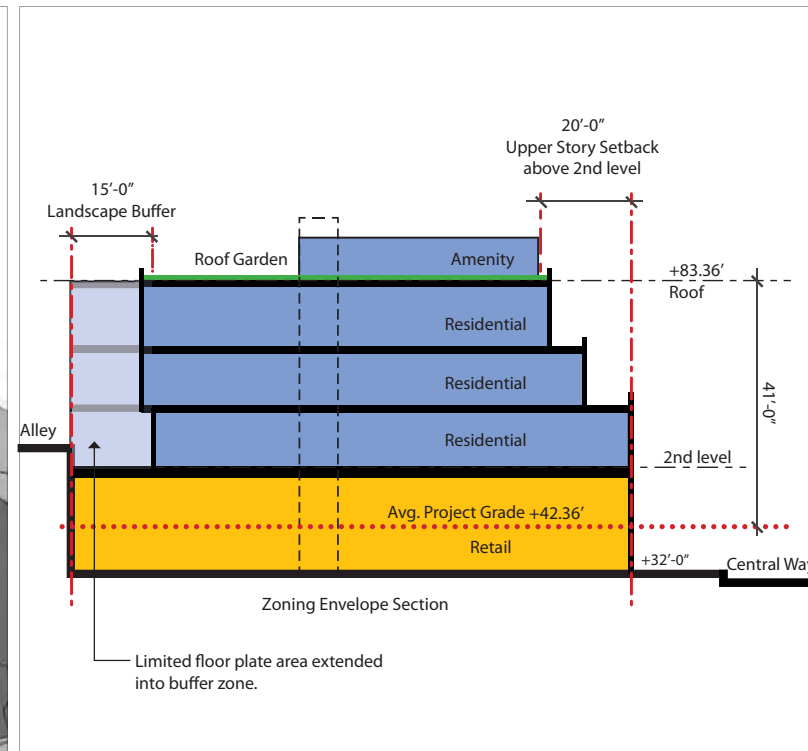
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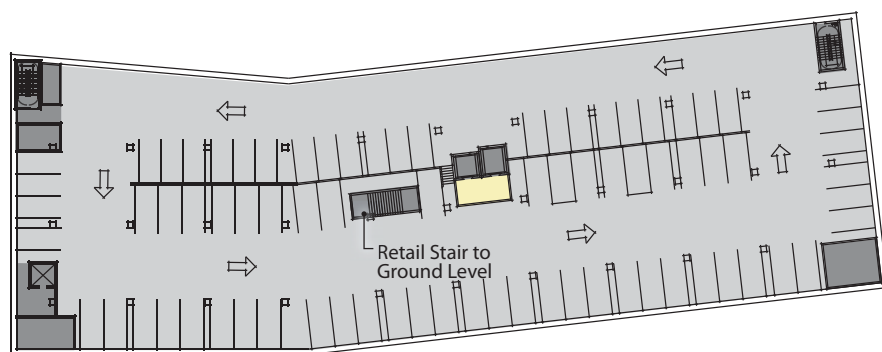
# Massing Option 3 | Preferred



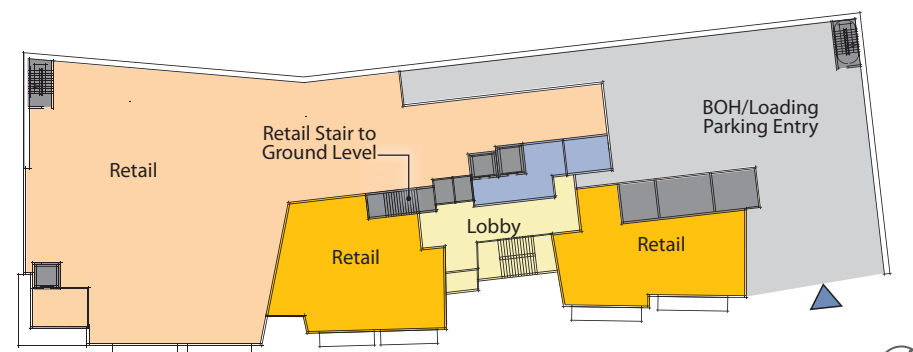
1. View from Northwest



Massing Section



Parking Level Plan



Ground Level Plan



GRAPHITE



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## Massing Option 3 | Preferred

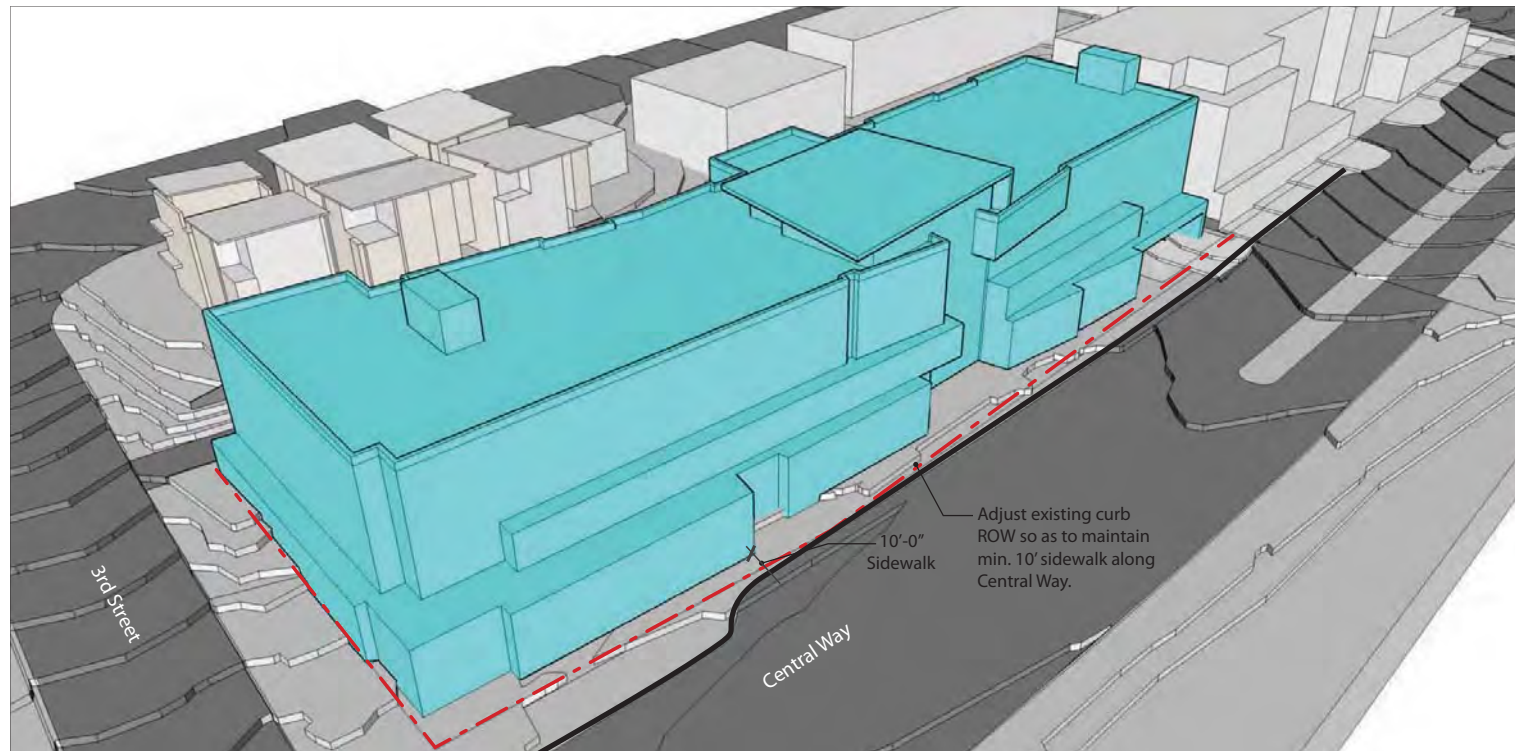
### Massing Narrative

#### Opportunities:

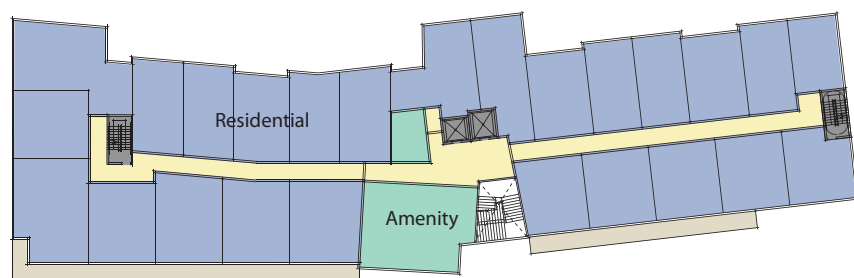
- Alley facade modulated for interest
- Large amenity connection with green roof
- Architectural interest added with ground level modulation
- Strong central element providing visual as well as internal connection from ground floor lobby to roof garden
- Consolidated loading within project footprint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

#### Constraints

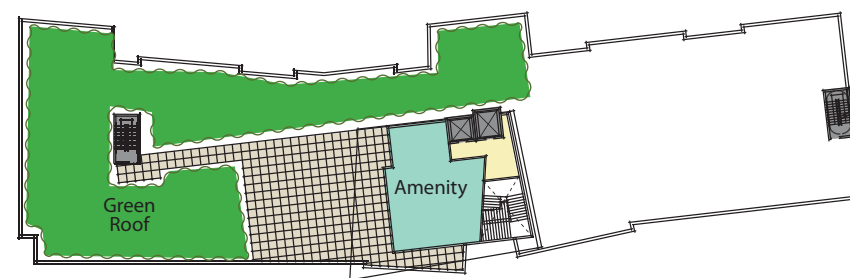
- Requires departures for upper level setbacks and alley landscape buffer
- Compromised views for some surrounding properties



2. View from Southwest



Typical Plan



Roof Garden



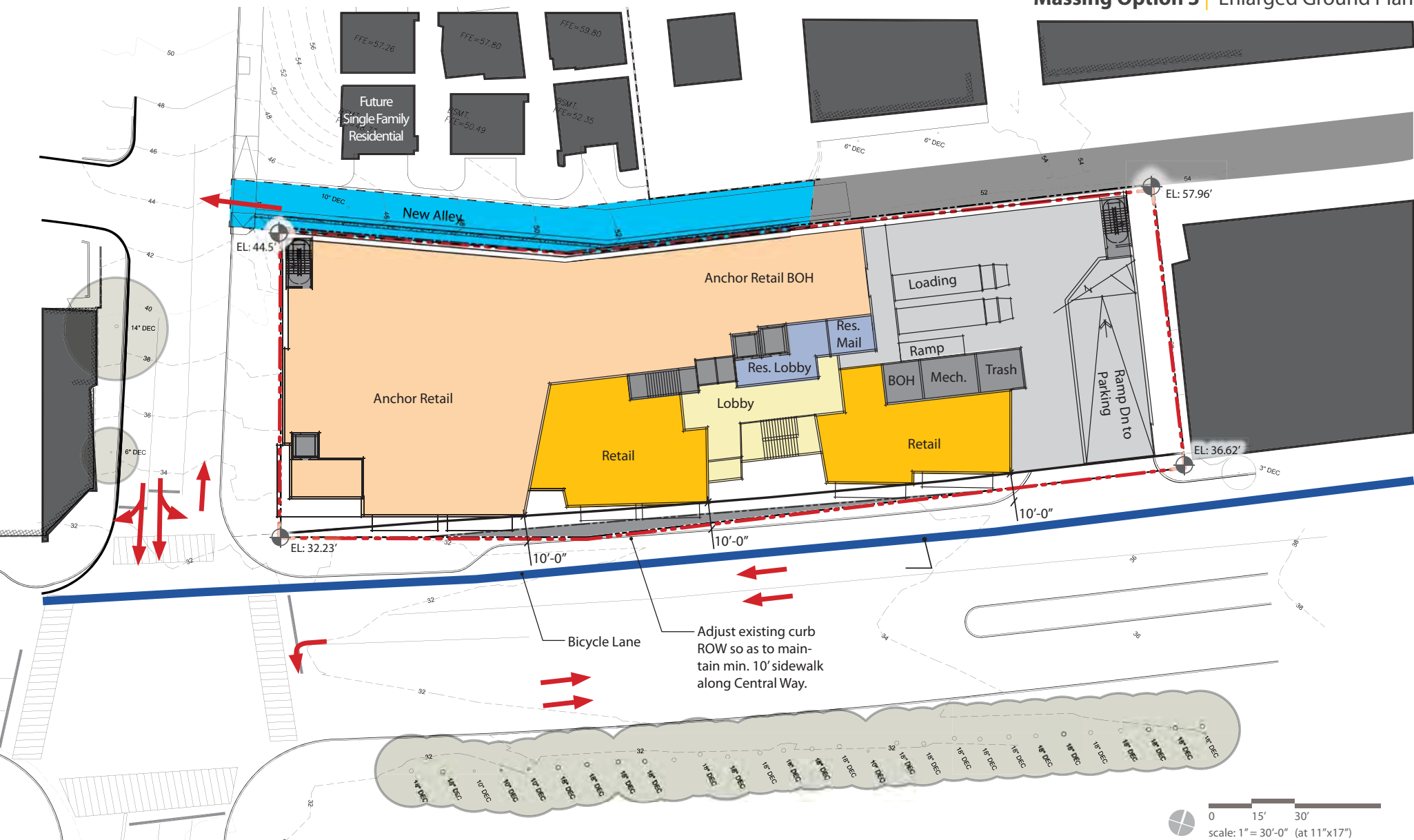
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Massing Option 3 | Enlarged Ground Plan



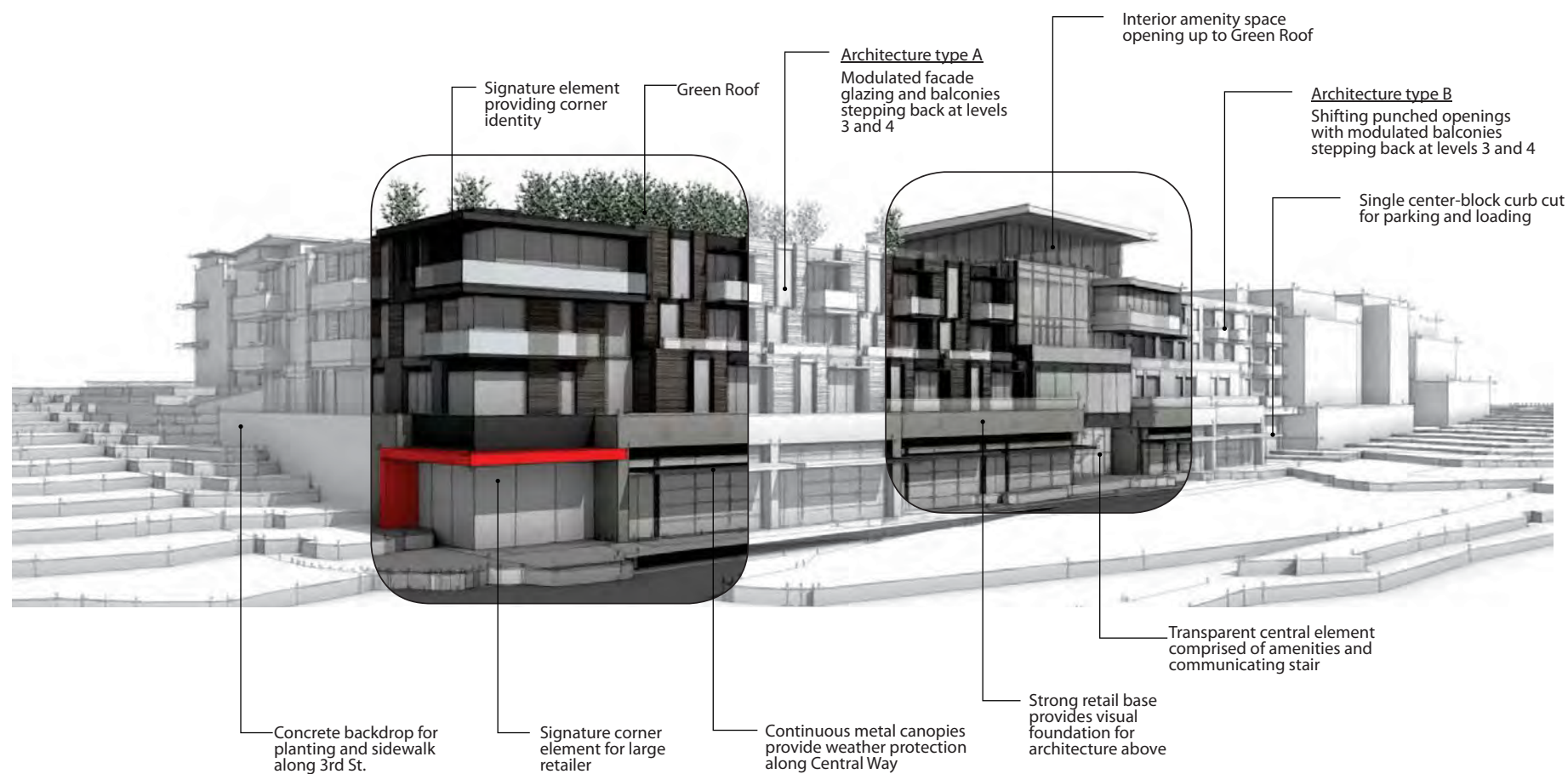
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# Architectural Concept | Diagram

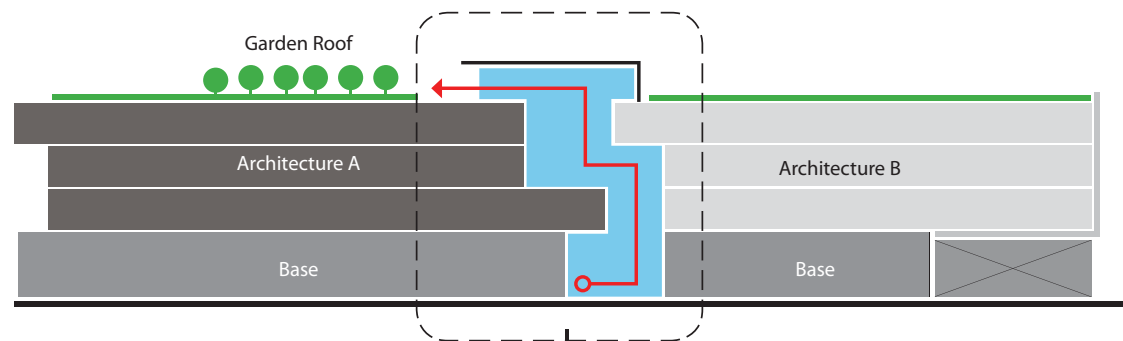


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## Architectural Concept | Diagram and Sketches



### Design Narrative

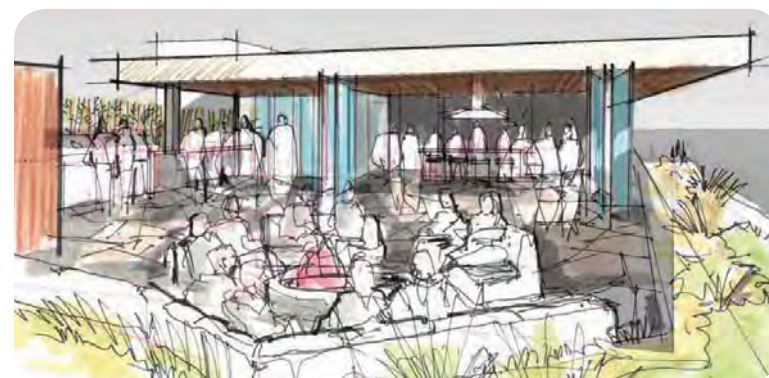
312 Central Way derives its architectural concept from a mixed-use mind set by providing expanded amenity options. These options are centralized for the residents use within the interstitial space between 2 architectural typologies. The amenities are partner to a transparent communicating stair which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

### Design Attributes

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



Green Roof Sketch



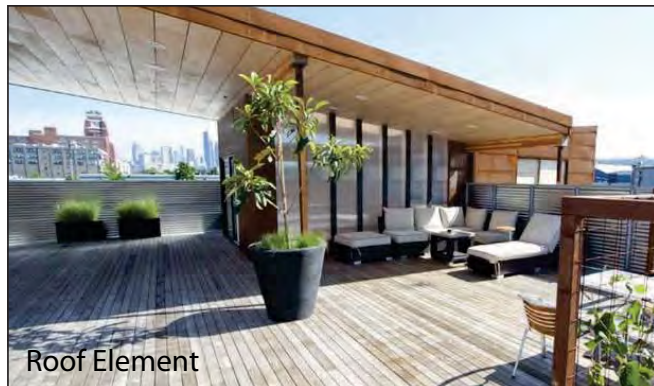
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Architecture | Inspiration



Roof Element



Henbart - Ballard Commons



Henbart - Ballard Commons



Combination of Textures



Stair



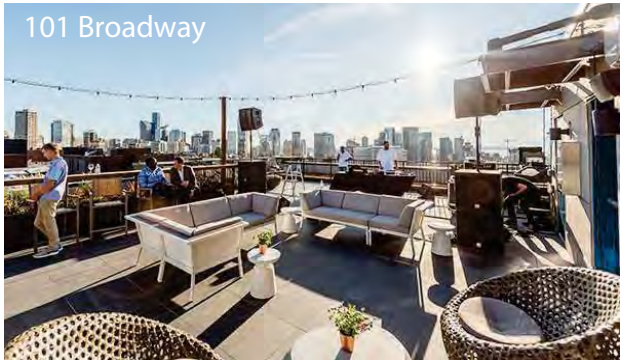
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Landscape | Inspiration



GRAPHITE



312 Central Way | Conceptual Design Conference | December 22, 2018 | Project #17010.00

## Zoning | Code/Regulation and Departures

Section 50.47	<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						
.010	Vehicle Service Station	D.R., Chapter 142 KZC.	22,500 sq. ft.	20'	15'	15'	80% See Spec. Reg. 2.	41' above average building elevation.	B See Spec. Reg. 3.	E	See KZC 105.25.	1. May not be more than two vehicle service stations at any intersection. 2. Gas pump islands must be set back at least 20 feet from all property lines. Canopies and covers over gas pump islands may not be more than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity, and Storage, for further regulations. 3. Landscape Category A is required if the subject property is adjacent to Planned Area 7B.
.020	Restaurant or Tavern			20'	0'	0'	80% See Spec. Reg. 2.		D See Spec. Reg. 1.		1 per each 125 sq. ft. of gross floor area.	1. Landscape Category B is required if the subject property is adjacent to Planned Area 7B, unless drive-in or drive-through facilities are present in which case Landscape Category A shall apply. 2. The required front yard for this use shall be zero feet for one story at street level. No parking may encroach into the required 20-foot front yard. If this use provides a zero-foot front yard, the lot coverage for the entire property shall be 100 percent. 3. For restaurants with drive-in or drive-through facilities: a. One outdoor waste receptacle shall be provided for every eight parking stalls. b. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.
.040	Entertainment, Cultural and/or Recreational Facility			20'	0'	0'	80% See Spec. Reg. 3.		D See Spec. Reg. 2.		See KZC 105.25.	1. 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. 2. Landscape Category B is required if the subject property is adjacent to Planned Area 7B. 3. The required front yard for this use shall be zero feet for one story at street level. No parking may encroach into the required 20-foot front yard. If this use provides a zero-foot front yard, the lot coverage for the entire property shall be 100 percent.
.060	Any Retail Establishment, other than those listed, limited, or prohibited in this zone, selling goods or providing services, including banking and related financial services	D.R., Chapter 142 KZC.	None	20'	0'	0'	80% See Spec. Reg. 5.	41' above average building elevation.	D See Spec. Reg. 4.	E	1 per each 350 sq. ft. of gross floor area.	1. Access for drive-through facilities must be approved by the Public Works Department. 2. Ancillary assembly and manufacture of goods on premises may be 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. 3. The sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers is not permitted. Motorcycle sales, service, or rental is permitted if conducted indoors. 4. Landscape Category B is required if the subject property is adjacent to Planned Area 7B. 5. The required front yard for this use shall be zero feet for one story at street level. No parking may encroach into the required 20-foot front yard. If this use provides a zero-foot front yard, the lot coverage for the entire property shall be 100 percent.
.120	Stacked or Attached Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D	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.	1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply on Fourth Avenue.

## Departures

## • Upper Level Setback

Request Upper Level Setback Departure along Central Way.

## • Minimum Land Use Buffer

Request Departure for Landscape Buffer along alley

## • Height of Structure

Request Departure for Height of Structure



GRAPHITE



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#### 50.44 User Guide – CBD 7 zones.

The charts in KZC [50.47](#) contain the basic zoning regulations that apply in the CBD 7 zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

#### Section 50.45

Zone  
CBD-7

#### Section 50.45 – GENERAL REGULATIONS

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

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. Site design must include installation of pedestrian linkages between public sidewalks and building entrances and between walkways on the subject property and existing or planned walkways on abutting properties consistent with the major pedestrian routes in the Downtown Plan chapter of the Comprehensive Plan (does not apply to Public Utility, Government Facility or Community Facility and Public Park uses).
3. No setback is required adjacent to Third Street (does not apply to Vehicle Service Station and Public Park uses).
4. See KZC [50.62](#) for additional building height provisions.

[link to Section 50.47 table](#)

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

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

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

City Telephone: (425) 587-3000

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

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

Section 50.47	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
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			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure			
				Front	Side	Rear									
.010	Vehicle Service Station	D.R., Chapter 142 KZC.	22,500 sq. ft.	20'	15'	15'	80%	41' above average building elevation.	B See Spec. Reg. 3.	E	See KZC 105.25.	<div>1. May not be more than two vehicle service stations at any intersection.</div> <div>2. Gas pump islands must be set back at least 20 feet from all property lines. Canopies and covers over gas pump islands may not be more than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity, and Storage, for further regulations.</div> <div>3. Landscape Category A is required if the subject property is adjacent to Planned Area 7B.</div>			
.020	Restaurant or Tavern			20'	0'	0'							80% See Spec. Reg. 2.	D See Spec. Reg. 1.	1 per each 125 sq. ft. of gross floor area.
.040	Entertainment, Cultural and/or Recreational Facility			20'	0'	0'					80% See Spec. Reg. 3.		D See Spec. Reg. 2.	See KZC 105.25.	<div>1. 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.</div> <div>2. Landscape Category B is required if the subject property is adjacent to Planned Area 7B.</div> <div>3. The required front yard for this use shall be zero feet for one story at street level. No parking may encroach into the required 20-foot front yard. If this use provides a zero-foot front yard, the lot coverage for the entire property shall be 100 percent.</div>
.050	Hotel or Motel													One for each room. See Spec. Reg. 1.	

## Section 50.47


 Zone  
CBD-7

## USE ZONE CHART

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			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure				
				Front	Side	Rear										
.060	Any Retail Establishment, other than those listed, limited, or prohibited in this zone, selling goods or providing services, including banking and related financial services	D.R., Chapter 142 KZC.	None	20'	0'	0'	80% See Spec. Reg. 5.	41' above average building elevation.	D See Spec. Reg. 4.	E	1 per each 350 sq. ft. of gross floor area.	1. Access for drive-through facilities must be approved by the Public Works Department.				
.070	Private Lodge or Club See Spec. Reg. 3.			20'	0'	0'						80%	D See Spec. Reg. 2.	B	See KZC 105.25.	2. Ancillary assembly and manufacture of goods on premises may be 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.
.080	Church See Spec. Reg. 3.															One per every four people based on maximum occupancy load of any area of worship. See Spec. Reg. 1.
												4. Landscape Category B is required if the subject property is adjacent to Planned Area 7B.				
												5. The required front yard for this use shall be zero feet for one story at street level. No parking may encroach into the required 20-foot front yard. If this use provides a zero-foot front yard, the lot coverage for the entire property shall be 100 percent.				

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			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.090	Office Use See Spec. Reg. 4.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D See Spec. Reg. 3.	D	1 per each 350 sq. ft. of gross floor area.	1. Ancillary assembly and manufacture of goods on premises may be permitted as part of office use if: a. The ancillary assembled or manufactured goods are subordinate to and dependent upon this office use; and b. The outward appearance and impacts of this office use with ancillary assembly or manufacturing activities must be no different from other office uses. 2. 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. 3. Landscape Category C is required if the subject property is adjacent to Planned Area 7B. 4. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.
.100	School, Day-Care Center, or Mini-School or Day-Care Center See Spec. Reg. 4.								D	B	See KZC 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. 4. This use may be located on the Central Way level of a building only if there is an intervening retail storefront between this use and the right-of-way.





## Section 50.47


 Zone  
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## USE ZONE CHART

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			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.110	Assisted Living Facility See Spec. Reg. 3.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D	A	1.7 per independent unit. 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. 3. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.
.120	Stacked or Attached Dwelling Units See Spec. Reg. 1.										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.	1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply on Fourth Avenue.



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		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.125	Residential Suites	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D	A	See Spec. Reg. 2.	<div>1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply on Fourth Avenue.</div> <div>2. For parking managed pursuant to Special Regulation 3, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.</div> <div>3. The required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:<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>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>
REGULATIONS CONTINUED ON NEXT PAGE												

REGULATIONS CONTINUED ON NEXT PAGE

## Section 50.47


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## USE ZONE CHART

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			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.125	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>4. All residential suites and all required parking within a project shall be under common ownership and management.</div> <div>5. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 Star certified, LEED Gold certified, or Living Building Challenge certified.</div> <div>6. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.</div>		

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			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.130	Public Utility, Government Facility, or Community Facility	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D See Spec. Reg. 1.	B	See KZC 105.25.	1. Landscape Category C is required if the subject property is adjacent to Planned Area 7B. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on nearby uses.
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

## Design Guidelines for Pedestrian Oriented Business Districts

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

### *Special considerations for Downtown Kirkland*

- Most of the business core of Kirkland is already developed with fairly narrow sidewalks. New development should provide sidewalks at the recommended width. Providing wider sidewalks throughout downtown is a long-term endeavor.
- Retail frontages in the Central Business District should have a 15' story height to ensure diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront detailing is necessary to provide a visual connection between pedestrian and retail activity.
- A strong street tree planting scheme is especially important in downtown because of the variety of scale and architecture encouraged in private development. Major entries into Kirkland, especially along Central Way, Kirkland Avenue, Lake Street, and Market Street, should be unified by a strong street tree program.
- Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The *Downtown Plan* calls for limiting the number of vehicle curb cuts.
- Because land is limited in Downtown Kirkland, efficient and compact parking lot configurations are a top priority. Parking lots in the periphery of the core area that accommodate about 100 vehicles (approximately 3/4 to 1 acre) should be articulated with landscaped berms.
- Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.
- Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.
- Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.
- The Downtown Plan's mandate for high-quality development should also be reflected in sign design.
- No internally lit plastic-faced or can signs should be permitted.
- All signs in the downtown should be pedestrian-oriented. Master-planned sites such as Parkplace may also include signs oriented to automobile traffic for the whole complex.

