

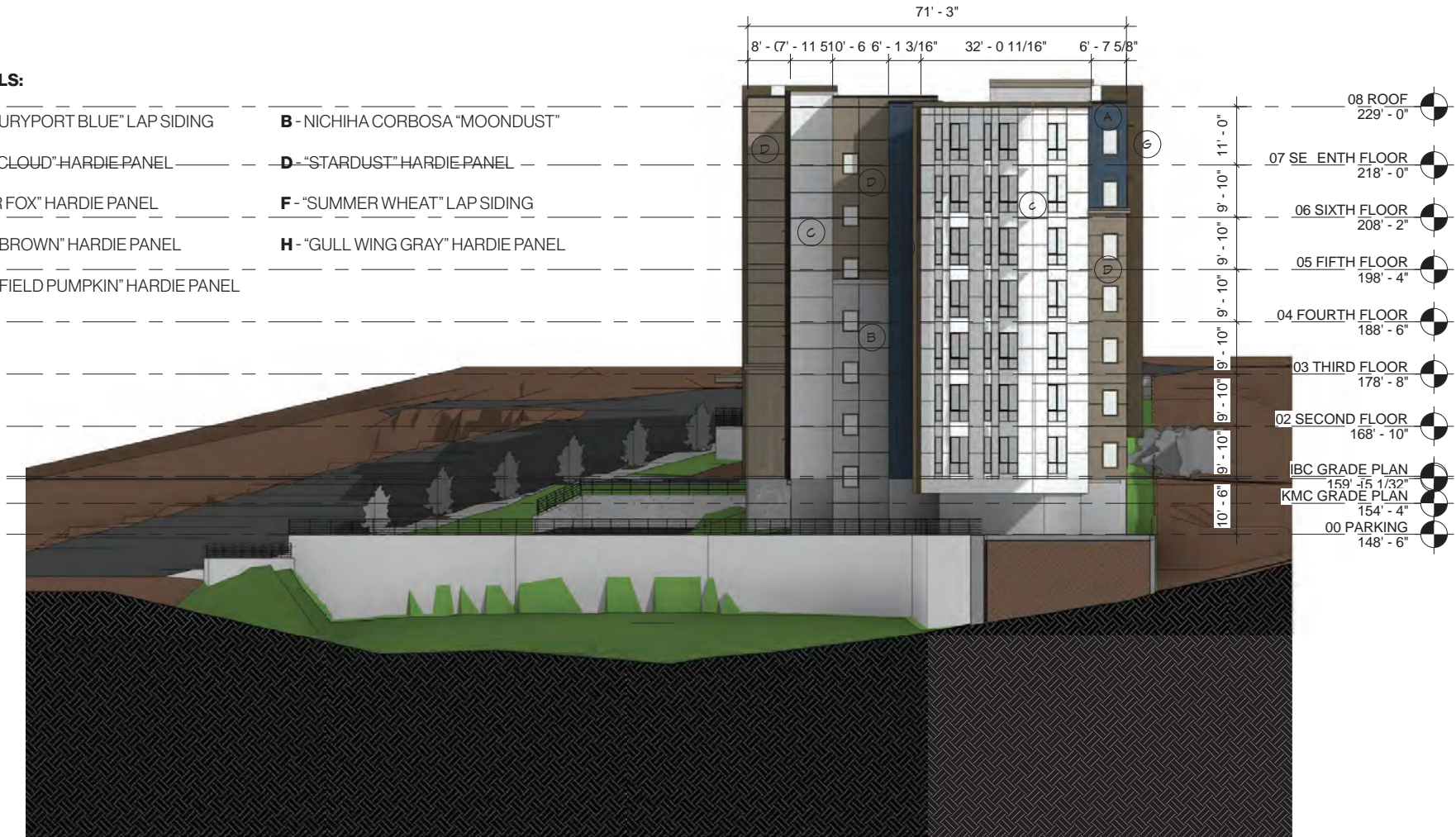
ARDEA AT TOTEM LAKE | AFFORDABLE HOUSING TOD DEVELOPMENT | SITE SECTION - SOUTH

6.30.2022

SCALE:
1" = 20'-0"

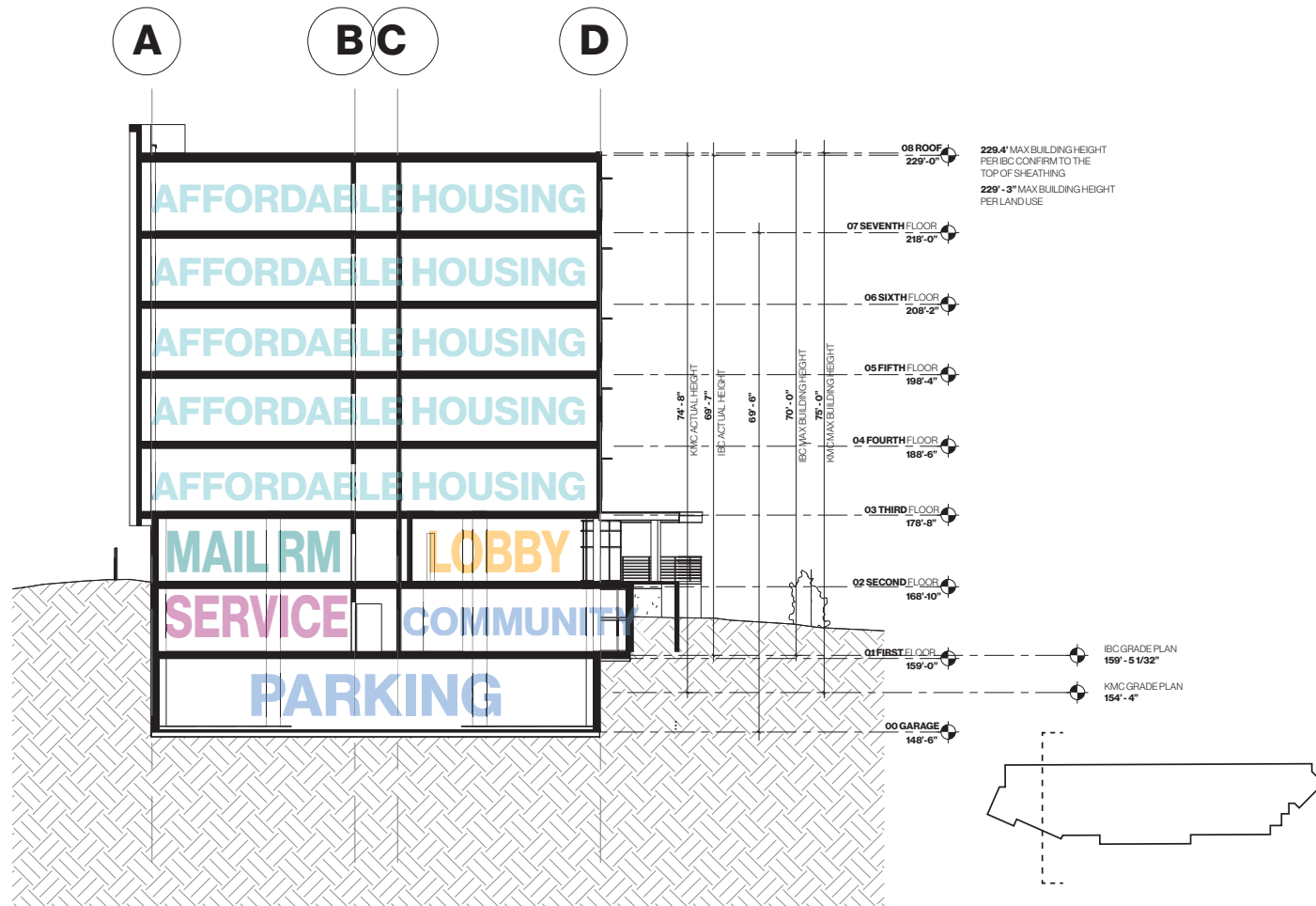
MATERIALS:

- | | |
|--|--|
| A - "NEWBURYPORT BLUE" LAP SIDING | B - NICHIIHA CORBOSA "MOONDUST" |
| C - "GRAY CLOUD" HARDIE PANEL | D - "STARDUST" HARDIE PANEL |
| E - "SILVER FOX" HARDIE PANEL | F - "SUMMER WHEAT" LAP SIDING |
| G - "CHAR BROWN" HARDIE PANEL | H - "GULL WING GRAY" HARDIE PANEL |
| I - "GREENFIELD PUMPKIN" HARDIE PANEL | |

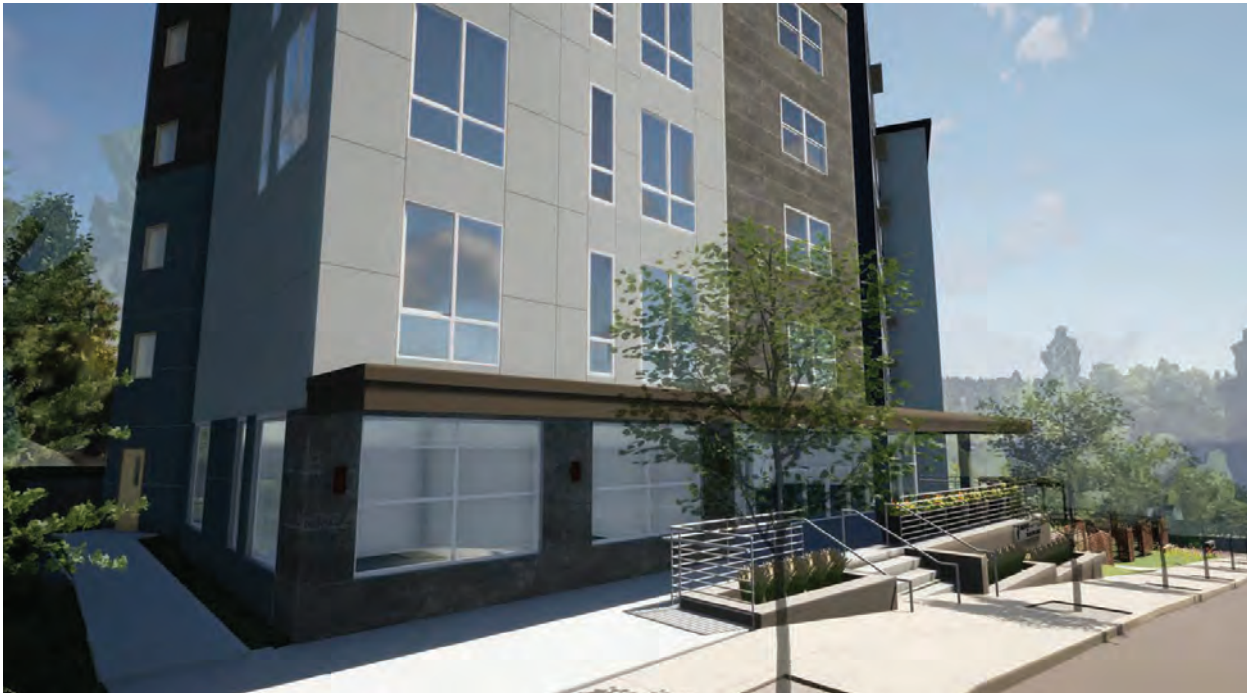


SITE SECTION - SOUTH

***NOT TO SCALE**



1. ENTRY GATEWAY FEATURES:



MUNICIPAL GUIDELINES:

- Distinctive landscaping to soften the street level approach.
- Use of high quality materials to identify the public entrance of the building.
- Distinct architectural element at the corner to express an active and lively space.
- Building identification / way-finding visible from the corner intersection.

OUR APPROACH:

The design locates the main entrance at the corner, but focuses towards 116th due to the inaccessibility of 128th.

The building identification has been included at the face of the canopy above the main entrance and is readily visible from the intersection to assist with way finding.

The stairs and elevator tower have been pushed to the back of the building to allow for a more impactful and inviting architectural language at the corner.

High quality materials including storefront window system and the use of 'nichiha corbosa' siding help distinguish the public entrance from the residential portions of the building.

We've incorporated raised planters with a colorful plant palette to soften the entrance at the street level and help mask some of the retaining walls which result from the steep slope along 116th.

2. STREET TREES:



MUNICIPAL OBJECTIVES:

- To upgrade the character and identity of the Totem Lake Business District.
- To enhance the pedestrian environment in the Totem Lake Business District.
- To use trees that provide seasonal interest.
- To use trees appropriate to the urban environment of the Totem Lake Business District.

MUNICIPAL GUIDELINES:

- Incorporate street trees along the street, internal access roads and pathways.
- Encourage developments to use street trees as a unifying feature of the development.
- Select and maintain tree species that will accommodate pedestrian and vehicular traffic, and maintain visibility into and through sites for safety purposes.



OUR APPROACH:

The project is proposing 4'x6' tree wells at the back of curb. This will provide separation for pedestrians from the motor vehicular traffic. The tree will provide shade and relief for both pedestrian and vehicular areas. Street trees are notably absent in the project neighborhood, these trees will add to the street-scape.

The project is proposing Columnar Tulip Trees for the street tree. These trees will provide a seasonally changing aesthetic. The trees in the spring are bright green-yellow with new growth. The trees in the summer have a unique tulip shaped flowers of yellow, green, and orange. The fall color is a yellow-orange that persists for quite a while. The fall color resembles the fall color of the native Cottonwood Trees which are in the adjacent wetland area.

The mature leaves are quite large providing a coarser texture for the tree when the leaves are a dark green. The trees are well adapted to urban environments and perform well along streets. The columnar habit will fit well with the constrained portion of the site. The columnar habit will also minimize conflict with larger vehicular traffic.

3. STREET CORNERS:



MUNICIPAL GUIDELINES:

- Encourage design treatments that emphasize street corners through the use of building location and design, plaza spaces, landscaping, distinctive architectural features, and/or signage.
- Encourage all buildings located at or near street corner to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale.

OUR APPROACH:

We've incorporated significant modulation in both directions as well as a shift in the geometry of the building to make this element distinct.

A large canopy provides coverage for the entrance stairs and ramp, as well as an generous gathering area just outside the entrance.

High quality materials including storefront window system and the use of Nichiha 'Corbosa' siding help distinguish the public entrance from the residential portions of the building.

A secondary level of architectural detail includes window sun shades, belly bands, and carefully incorporated landscaping at street level to give the corner additional impact at the human scale in addition to the significant modulation provided in the larger massing.

4. PEDESTRIAN-FRIENDLY BUILDING FRONTS:



MUNICIPAL GUIDELINES:

- Incorporate transparent windows, doors, and weather protection features along all non-residential facades adjacent to a sidewalk or internal pathway.
- Alternative treatments may be considered if they meet the objectives.



OUR APPROACH:

Storefront windows are included at both floor 1 and 2 to provide transparency and imply an active and public street presence.

The landscaping and resident courtyard build upon the building design to extend it to a human scale along the sidewalk and street frontage.

Street trees provide shade along the sidewalk and help to serve as a buffer between vehicular traffic and pedestrian traffic along 116th street.

5. BUILDING LOCATION AND ORIENTATION:



OUR APPROACH:

The irregular shape of the site required a unique solution. The primary pedestrian entrance has been located immediately off the street and sidewalk at the intersection.

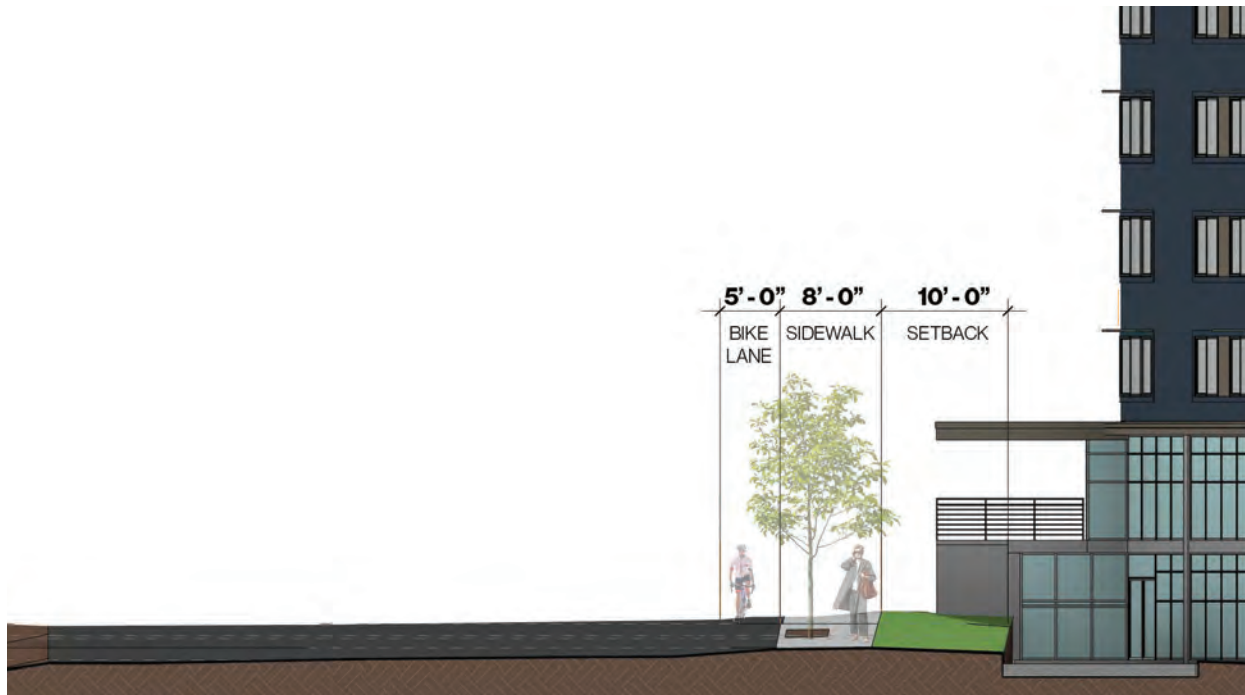
As the structure continues south, the building angles away from the street. This gives additional privacy to the residential portion of the building and allows for a courtyard off of the public sidewalk, encouraging activity and interaction along the public row.

Vehicular access is at the far south of the building which allows us sufficient room for maneuverability to provide a pickup and turnaround for loading and garbage, and access to the parking garage. This location was also preferred to hold the site access as far as possible from the intersection for safety reasons.

MUNICIPAL GUIDELINES:

- Locate and orient buildings toward streets, plazas or common open spaces, and major internal pathways with parking to the side and/or rear.
- Configure buildings to create focal points of pedestrian activity. This is particularly important on large sites.
- Configure development to provide opportunities for coordinated pedestrian and vehicular access.
- Site and orient multi-story buildings to minimize impacts to adjacent single family residents.
- Encourage buildings located adjacent to any street to orient to the street.

6. SIDEWALK AND PATHWAY WIDTHS:



OUR APPROACH:

Despite the narrow site, we have dedicated additional row to accommodate the required 5' bike lane, 8' sidewalk.

Street tree wells have been incorporated into the sidewalk to provide shade and a visual buffer from the street.

We are maintaining a 10' setback to create additional buffer between the building and the row. This begins at 10' along the more public spaces at the intersection, and then increases to the south at the more residential portions of the building.

Note that we are requesting relief to allow for our entrance canopy to encroach approximately 6'-6" into the setback to allow for coverage of the stairs and ramp at the main entrance to shelter the ramp and stairs.

MUNICIPAL GUIDELINES:

- Integrate a "curb zone" into sidewalk (street trees, street signs, garbage cans, etc.)
- Sidewalks or pathways need buffers for safety and to be inviting.
- Sidewalks or pathways should support various activities.

7. PEDESTRIAN COVERINGS:



OUR APPROACH:

The building is pushed back slightly from the street given the building setback requirements and its residential nature.

The main and lower entrances are provided with generous canopies for gathering, waiting, and transition. The building at street level is further recessed to provide additional usable space at the building frontage.

MUNICIPAL GUIDELINES:

- Provide weather protection along the primary exterior entrance of all businesses, residential units, and other buildings.
- Design weather protection features to provide adequate width and depth at building entries and along building Facades that are oriented toward sidewalks and pathways

8. BLANK WALLS:



MUNICIPAL GUIDELINES:

- Minimize visible blank walls exposed to public view
- Provide planting to screen most of blank walls



OUR APPROACH:

The site does contain a number of retaining walls due to the slope along 116th. At the immediate street frontage, careful grading and the use of tiered planter boxes helps avoid any resulting blank wall.

Along the basement level some portions of the garage wall are exposed. This is broken up with decorative grilles which provide fresh air to the garage, and a combination of berms, raised planters, and landscaping.

The large retaining wall adjacent to the wetland buffer will be heavily planted as part of the buffer mitigation strategy, and is approximately 12' below the level of sidewalk. This area is not readily visible and will be almost completely screened as the vegetation matures.

9. LIGHTING:



MUNICIPAL GUIDELINES:

- Provide adequate lighting levels in all areas used by pedestrians and automobiles, including building entries, Walkways, parking areas, circulation areas, and open spaces.
- Lighting should be provided at consistent levels, with gradual transitions.
- Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building mounted lights, canopy- or awning-mounted lights, and display window lights.
- Minimizing impacts of lighting on adjoining activities and uses should be considered in the design of lighting.

OUR APPROACH:

Periodic wall sconces on the building exterior provide indirect ambient lighting to help orientation and way finding at night.

Indirect down lighting is provided at the covered canopies to create a well lit and safe environment at public entrances.

Downward directional landscape path lighting is provided in the resident courtyard to allow safe maneuvering at night.

Limited landscape spot lighting will also assist in way finding and enhancing the building aesthetics at night.

10. PEDESTRIAN AMENITIES:



MUNICIPAL OBJECTIVES:

- Provide pedestrian amenities along all sidewalks, interior pathways and with plazas and other open spaces. Desired amenities include:
 - Pedestrian scaled lighting (12-15' height).
 - Seating space - benches, steps, railings and planting ledges (12-20" height acceptable, 16-18" height preferred, 6-24" width).
 - Pedestrian furniture such as trash receptacles, consolidated newspaper racks, bicycle racks and drinking fountains.
 - Planting beds and/or potted plants.
 - Unit paving such as stones, bricks, or tiles.
 - Decorative pavement patterns and tree grates.
 - Water features.
 - Informational kiosks.
 - Transit shelters.
 - Decorative clocks.
 - Artwork.



OUR APPROACH:

Lobby Patio

The project is proposing a large covered patio space which will have manufactured planters, and benches for residents and visitors. The patio sits above the public sidewalk and is separated by some raised landscape planting beds. The raised planters adjacent to the sidewalk can be utilized for informal pedestrian seating. The raised planters and retaining walls are proposed to be a 'board-form' finish to provide texture and interest.

The plantings will provide interesting forms, textures and colors.

The canopy will provide shelter and relief for residents and visitors, and create a space that can be utilized in all-seasons.

The lobby patio will be lighted from above with down lights within the canopy.

Resident Courtyard

The project is proposing a large resident courtyard which will have several areas for different types of seating. The courtyard area immediately outside the resident amenity will include decorative paving, ornamental plantings, and table and bench seat. The south portion of the resident courtyard area will include a shelter for shading, decorative paving, ornamental plantings and bench seating for group gathering. The two areas are connected by an informal gathering space with a flagstone style paving material landscape boulders and individual bench seating.

The resident courtyard shall be secured from the public sidewalk by horizontal board fencing which will provide security, while allowing transparency and interest.

The resident courtyard will be lighted for safety and aesthetics. The pedestrian surface shall be lighted from above in the gathering spaces and smaller scale pedestrian pathway lights will define edges. Trees within the courtyard will be uplighted for dramatic effect.

Wetland Overlook

The project is proposing an small gathering area at the southeast corner of the building which can be utilized to observe the improved wetland buffer and should be an excellent location for observing local songbirds. The overlook space will have a single bench for individual seating.

The wetland overlook area will be lighted from above for safety and security.



11. INTERIOR PEDESTRIAN CONNECTIONS:



OUR APPROACH:

At all grade levels of the building have direct access to the sidewalk and public right of way.

Public areas on level 1 and 2 have clear and direct access to the sidewalk.

The site is bounded by public row on 3 sides and a wetland to the south, and has no opportunities to provide connectivity to adjacent properties.

We have included internal pathways to promote use of the courtyard and a viewpoint overlooking the wetlands to the south of the building.

The vast majority of the parking is internal. A single sidewalk abuts the exterior stalls leading to the parking garage and public sidewalk

MUNICIPAL GUIDELINES:

- Provide convenient pedestrian access between the street, bus stops, buildings, parking areas, and open spaces.
- Design all buildings abutting a public sidewalk or major internal pathways to provide direct pedestrian access to the sidewalk or pathway.
- Provide interior pedestrian connections to adjacent properties containing similar uses or complementary uses.
- Provide paved walkways through large parking lots.

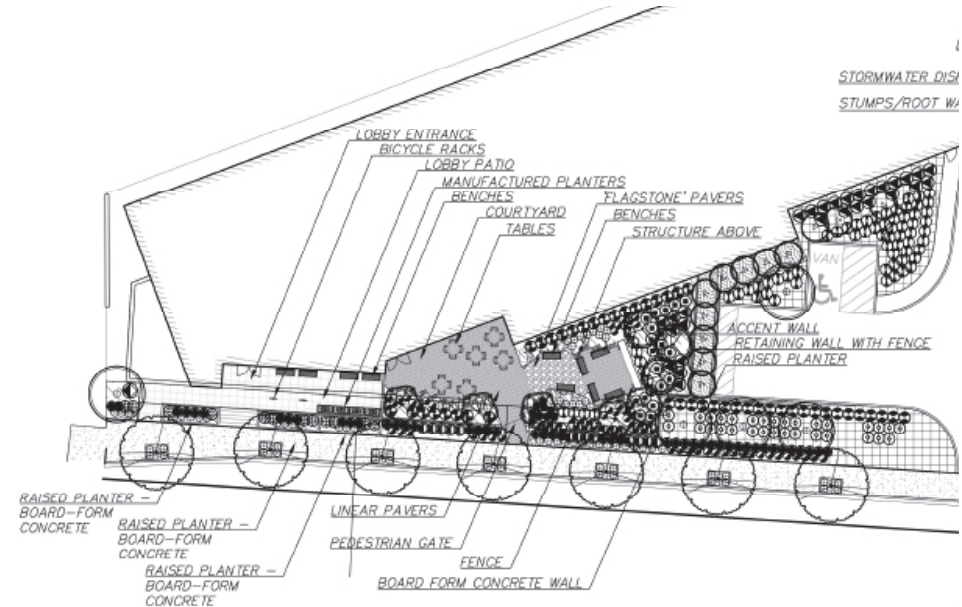
12. PEDESTRIAN PLAZAS:

MUNICIPAL OBJECTIVES:

- To provide a variety of pedestrian-oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.
- To create gathering spaces for the community.
- To configure buildings and uses to encourage pedestrian activity and pedestrian focal points.
- To use trees appropriate to the urban environment of the Totem Lake Business District.

MUNICIPAL GUIDELINES:

- Provide pedestrian plaza in conjunction with mixed-use development and non-residential uses.
- Publicly accessible space at the primary frontage and between buildings will extend the public realm while creating a transition between public and private spaces, and attract public use by being well-designed, interesting spaces that are integrated with the street environment. The space should be of sufficient size to allow for a variety of features, including pedestrian/multi-use paths, plaza, seating, public art and water features.
- Position plazas in visible locations on major streets, major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks. For large sites development should be configured to create a focal plaza or plazas. Plazas should be no more than 3-feet above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.
- Incorporate plenty of benches, steps, and ledges for seating. A combination of permanent and movable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, or people watching.
- Provide storefronts, street vendors, or other pedestrian-oriented uses, to the extent possible, around the perimeter of the plaza.
- Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants.
- Incorporate pedestrian amenities, as described in Section 10.
- Consider the solar orientation and the wind patterns in the design of the open space and choice of landscaping.
- Provide transitional zones along the building edges to allow for outdoor eating areas and a planted buffer.



OUR APPROACH:

The project is proposing a west facing patio that is associated with the building lobby. The lobby patio will be warmed by the afternoon sun, creating a space for the residents in the afternoon. The lobby patio is located at the upper end of the site overlooking the public sidewalk. The space includes: benches, raised planters, manufactured planters and bicycle racks. The manufactured planters will have ornamental trailing plants and colorful plantings. The lobby patio will be separated from the public sidewalk by a change in grade, decorative railing, manufactured planters and stepped concrete planters. The raised planters are designed to encourage informal seating along the sidewalk. The canopy above the lobby patio will provide shade and relief for people who linger on the benches in the space.

13. RESIDENTIAL OPEN SPACE:



MUNICIPAL OBJECTIVES:

- To create usable space that is suitable for leisure or recreational activities for residents.
- To create open space that contributes to the residential setting.

MUNICIPAL GUIDELINES:

- Incorporate common open space into multi-family residential uses. In the Totem Lake Business District, where:
 - Very high density residential uses are allowed, the quality of the space in providing respite from the buildings on the site is more critical than the amount of space provided.
 - In some developments, multiple smaller spaces may be more useful than one, larger space.
- Special recommendations for common open space:
 - Consider open space as a focal point of the residential development.
 - Where possible, open space should be large enough to provide functional leisure or recreational activity. For example, long narrow spaces rarely, if ever, can function as usable common space.
 - Open space should provide for a range of activities and age groups. Children's play areas in particular should be visible from dwelling units and positioned near pedestrian activity.
- Residential units adjacent to the open space should have individual entrances to the space. Preferably, these units should include a small area of semi-private open space enclosed by low level landscaping or hedges (no taller than 42").
- Open space should feature paths, seating, lighting, and other pedestrian amenities to make the area more functional and enjoyable. It should be oriented to receive sunlight, (preferably south).
- Separate common space from ground floor windows, streets, service areas, and parking lots with landscaping and/or low-level fencing. However, care should be used to maintain visibility from dwelling units towards open space for safety.



OUR RESPONSE:

The project is proposing a west facing resident courtyard that is associated with the interior community space. The resident courtyard is separated from the public sidewalk by a horizontal board fence and gate and planting areas. The courtyard shall include: benches and tables, varying paving materials, natural boulders, a pavilion and interesting plantings with many textures and colors.

The courtyard space is defined into three distinctive sub-spaces by changes of paving materials:

- There is an area which is associated with the interior community area. This space has clustered tables and benches for group gatherings. The surface will be a contemporary linear paving pattern with a mixture of colors.
- There is a transitional space that has an informal flagstone paving to provide a more gardenesque character. Within this area there will be some individual benches for quiet gatherings.
- The final sub-space will have an overhead structure to provide shade and relief. It will also include clustered benches for social group gatherings and linear pavers with a mixture of color.

The plantings are designed to provide interesting textures, colors and seasonal interest. Special consideration was taken to provide plant materials that are reactive to wind to provide a dynamic landscape. The plantings are also intended to provide privacy for the adjacent residential units and from the adjacent public sidewalk. Trees are located to provide shade and be visible from interior spaces. Tree selection was considered to provide spring flowers, interesting complimentary forms, textures and fall color.

The space shall have the trees uplighted for interest in the evenings. The sub-spaces will be lighted for safety, while being considerate of light spillage into adjacent residential units. The paved surface shall have low level garden pathway lights at the edges. The shelter will have down lights to illuminate the area with minimal shadowing within the space.



14. PARKING LOTS AND VEHICULAR CIRCULATION:



OUR APPROACH:

We have only one curb cut on our site. It has been located away from the intersection to enhance safety.

The majority of our parking is in a garage, which takes advantage of the topography to minimize visual impact and bring most parking below grade.

Two convenience stalls are located towards the front of the site. These are screened by the landscaping and topography.

The basement level parking location and use of a garage help separate the vehicular access from the pedestrian access and amenity areas at levels 1 and 2.

MUNICIPAL GUIDELINES:

- Minimize curb cuts into the development
- Break up large parking lots into smaller one
- Take advantage of topography to hide parking under buildings
- Incorporate landscaping into parking lots
- Develop vehicular access system that minimizes conflict with pedestrians and vehicle
- Avoid parking lots that dominate a development and locate parking on side or rear

15. PARKING GARAGES:



OUR APPROACH:

The parking garage is partially below grade, and only exposed at the south end of the building.

The visible portion of the garage is set back from the street and well screened with landscaping and avoids detracting from the more public entrance and areas of the building.

We have carried the same materials and architectural language to the parking level to work with the whole building form and design.

MUNICIPAL GUIDELINES:

- Mitigate the intrusive qualities of parking garages. Along streets, pedestrian pathways and in pedestrian areas
- Design and site parking garage entries to complement, not subordinate the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.
- Use similar architectural forms, materials, and/or details to integrate the garage with the development.

16. ARCHITECTURAL STYLE:



OUR APPROACH:

Given the lack of a predominant historical style of architecture in the totem lake area, we've used recent adjacent development as a starting point.

Similar to other development in the area, we've used color and material transitions to enhance the modulation and help break up the long facades.

We've adopted cornice, parapet, and projection elements similar to adjacent developments to provide a secondary level of detail and visual relief.

Material selections include a mix of hardie panel and plank siding, with the use of decorative niches panels to emphasize more public areas and key modulation in the building.

MUNICIPAL GUIDELINES:

- Provide an architectural scale of development that is compatible with totem lake district
- Add visual interests to the building
- Incorporate fenestration techniques that indicate the scale of the building (size, location, number of windows, proportions, patterns, etc.)
- Encourage vertical modulation on multi-story building, horizontal modulation, roof line modulation
- Improve the architectural design of commercial buildings in the business district
- Provide architecture that fits into the context of the adjacent uses surrounding the business district

18. HUMAN SCALE:



MUNICIPAL GUIDELINES:

- Add visual interests to buildings
- Encourage a combination of architectural building elements that lend the building a human scale

OUR APPROACH:

Significant modulation has been created to break the building into smaller components visually and bring it to a more individual scale.

A secondary level of detail including the use of window shade canopies, belly bands, material and color transitions help to further bring the building to a more human scale.

Finally, the entrances and pedestrian areas use a higher level of finish materials and rich landscaping to create a more immediate welcoming and comfortable environment.

19. BUILDING MATERIALS:



MUNICIPAL GUIDELINES:

- Encourage the integration of ornament and applied art with the structures and the site environment.
- Use a variety of quality building materials such as brick, stone, timber, and metal, to add visual interest to the Buildings and reduce their perceived scale.

OUR APPROACH:

The design relies upon material selection, color, and transitions to create visual interest.

Higher quality materials such as nichiha siding and store front windows are used at more public areas.

Subtle projections and recesses along with the use of belly bands, siding transitions and color changes and other architectural elements avoid blank walls, and bulky masses and support visual interest.

MATERIALS:

- A - "NEWBURYPORT BLUE" LAP SIDING
- B - NICHIIHA CORBOSA "MOONDUST"
- C - "GRAY CLOUD" HARDIE PANEL
- D - "STARDUST" HARDIE PANEL
- E - "SILVER FOX" HARDIE PANEL
- F - "SUMMER WHEAT" LAP SIDING
- G - "CHAR BROWN" HARDIE PANEL

20. SIGNS:



MUNICIPAL GUIDELINES:

- Provide pedestrian oriented signs on all commercial facades where adjacent to a sidewalk or walkway.
- Includes signs located within 15' of the ground plane, such as "blade" signs which hang below canopies
- Small signs located on canopies or awnings are also effective along building facades at the street.
- External lighting is preferred.
- Ground-mounted signs should feature a substantial base and be integrated with the landscaping and other site features.
- Mounting supports should reflect the materials and design character of the building or site elements or both.



OUR APPROACH:

Given the residential nature of the building, signage is limited to way finding and building identification.

Wall mounted signage is located on the retaining wall adjacent to the stairs to the main pedestrian image.

A second monument sign identifying the building is located at the vehicular entrance.

21. SERVICE AREAS:



MUNICIPAL GUIDELINES:

- Provide service areas without impacting the development
- Design site services and storage areas to promote ease of use, safety, and visual cohesion

OUR APPROACH:

Garbage is collected and stored at the garage level and is only brought out for pickup.

All mechanical equipment and storage are within the building footprint to avoid visual impacts.

Garbage pickup and stalls for short term drop off and loading are set back from the street and recessed into the slope to reduce visual impact.

Additional landscaping helps screen the views of the garbage pickup location.

22. VISUAL QUALITY OF LANDSCAPING:



MUNICIPAL OBJECTIVES:

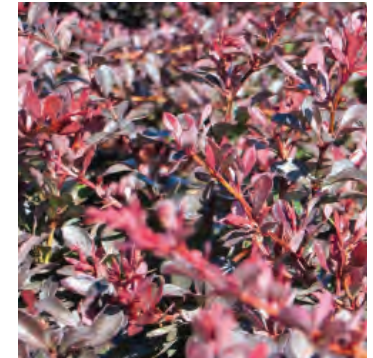
The Building Landscape

Landscaping around urban buildings particularly buildings with blank walls, can reduce scale and add diversity through pattern, color, and form. Examples of how landscaping is used to soften and enhance the visual quality of the urban environments include:

- Dense screening of parking lots.
- Tall cylindrical trees to mark an entry.
- Continuous street tree plantings to protect pedestrians.
- Several clusters of dense trees along long building facades.
- Cluster plantings at focal points.
- Parking with trees and shrubs planted internally as well as on the perimeter.

MUNICIPAL GUIDELINES:

- Consider the purpose and context of the proposed landscaping.
 - The pedestrian/auto oriented landscape requires strong plantings of a structural nature to act as buffers or screens.
 - The pedestrian landscape should emphasize the subtle characteristics of the plant materials.
 - The building landscape should use landscaping that compliments the building's favorable qualities and screens it faults while not blocking views of the business or signage.
- Other Municipal Considerations:
- Encourage a colorful mix of drought tolerant and low maintenance trees, shrubs, and perennials. Except in special circumstances, ivy and grass should be avoided.
 - Take advantage of on-site topography to hide and enhance views.
 - Use wood slopes as a natural site amenity and to screen unwanted views, where applicable.



OUR RESPONSE:

The project is proposing landscaping that compliments the architecture and existing site.

In the enhanced wetland buffer a mixture of native trees and shrubs will supplement existing retained native plants. Douglas-fir, Western Red Cedar and Oregon Ash will provide scale and screening to the south building elevation.

Mass plantings groups are proposed for southern portion of the improved site. Groupings of hardy Dwarf White Pine and Snowberry will help screen the parking area from the public sidewalk. Katsura Trees will provide shade and relief and scale to the building. Between the building and the parking area Doublefile Viburnum, Viburnum Davidii and Vine Maple trees will provide relief for the retaining and blank walls.

Within the resident courtyard plant materials were selected to provide greater texture and color. Korean Dogwood and Serviceberry will provide garden scaled canopies with four season interest. Red Daylily, Black-eye Susan and Western Sword Ferns will provide complimentary colors and textures.

Adjacent to lobby patio plant materials were again selected to provide greater texture and color. Karl Foerster Grass, Japanese Sedge and Japanese Holly were selected to provide textural and color interest.

Along the public sidewalk plantings were proposed which would be easily readable from a vehicle. Plantings are strongly ordered, colored and distinctly textured. The Karl Foerster Grass has a distinctive upright form, the red Japanese Barberry and Japanese Sedge have dramatic colors, texture, and forms.

23. TERRITORIAL VIEWS:



MUNICIPAL GUIDELINES:

- Encourage roof lines to slightly follow the slope of the terrain
- Parking garages should be terraced into slope

OUR APPROACH:

The building does not disrupt any territorial views. And is consistent with the forms and architectural along the 405 corridor.

The parking garage sinks into the slope of the site masking the majority of it from view.



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

DEVELOPMENT STANDARDS LIST ARDEA AT TOTEM LAKE, DRV22-00498

ZONING CODE STANDARDS

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

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

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

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

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

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

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

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

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

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

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

designated for compact cars.

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

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

105.60.4 Parking Lot Walkways. All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

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

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

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

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

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

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

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

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

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

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

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

115.120 Rooftop Appurtenance Screening. New or replacement appurtenances on existing

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

Prior to issuance of a grading or building permit:

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

Prior to occupancy:

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

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



DEVELOPMENT STANDARDS

DRV22-00498

PUBLIC WORKS DEPARTMENT

PUBLIC WORKS CONDITIONS

Permit #: DRV22-00498

Project Name: Ardea at Totem Lake

Project Address: 12700 116th Avenue NE

Date: August 3, 2022

Public Works Staff Contacts

Ryan Schauble, Senior Development Engineer

Phone: 425-587-3842 / E-mail: rschauble@kirklandwa.gov

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site.
2. Permit Fees, Connection Charges and Impact Fees. Click on the hyperlinks to view the latest fee schedules. Contact Public Works staff if there are general questions about fees. Fees for a specific permit will not be determined until plan review is complete. The applicant is responsible for completing and submitting the Public Works Improvement Evaluation Packet (available in either Excel or PDF) before fees and securities are determined. If the project site is located in a water/sewer service area other than City of Kirkland (i.e., Northshore Utility District or Woodinville Water District), then those utility connection charges will be collected by the respective utility district.
3. All street and utility improvements for Short Plats and Subdivisions shall be permitted through a Land Surface Modification (LSM) Permit. Click on the hyperlink to view the LSM Checklist. Street and utility improvements covered under a building permit will not require a separate LSM permit, unless specified otherwise by staff.
4. Performance and Maintenance Securities:
 - If a recording Performance Security has not yet been posted, then prior to issuance of the LSM Permit a standard right of way restoration security ranging from \$20,000.00 to 50,000.00 (value determined based on amount of ROW disruption) shall be posted with Public Works Department. This security will be held until the project has been completed.
 - Prior to Final Inspection of the Land Surface Modification improvements, there will be a condition of the permit to establish a two year Maintenance security.
5. Subdivision and Short Plat recording notes and provisions. Refer to the attachment for a list of notes and provisions required by Public Works to be recorded with each subdivision or short plat recording. Contact the Development Engineer for more details.
6. Traffic Concurrency Review:

Prior to submittal of a Building or Zoning Permit, the applicant must apply for a Concurrency Test Notice. Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information. A separate Concurrency Permit will be created. After concurrency has passed, the project will receive a concurrency test notice that allows the applicant to proceed with all development permits. A "Certificate of Concurrency" is established with a development or building permit. It will read as follows: CERTIFICATE OF CONCURRENCY: This project has been reviewed and approved for water, sewer, and traffic concurrency. Any water and sewer mitigating conditions are listed within the conditions below. Any traffic mitigating conditions will be found in an attached memorandum from the Public Works Traffic Engineering Analyst to the Planning

Department Project Planner. Upon issuance of this permit, this project shall have a valid Certificate of Concurrency and concurrency vesting until the permit expires. This condition shall constitute issuance of a Certificate of Concurrency pursuant to chapter 25.12 of the Kirkland Municipal Code.

7. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy G-7, Engineering Plan Requirements. This policy is contained in the Public Works Pre-Approved Plans and Policies Manual. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer. All drawings shall bear the licensed engineer's stamp. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).

8. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide an analysis and plan for garbage, recycling and composting storage and pickup. Refer to Policy G-9 in the Public Works Pre-Approved Plans as a guide. The plan must be approved by Waste Management and by Public Works. The applicant shall submit a letter report to summarize the analysis and the plan, supported by such details as container sizing calculations, storage area sizing calculations, and truck access and turnaround details.

9. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Water and Sanitary Sewer Conditions:

1. Northshore Utility District (NUD) approval required for sanitary sewer and water service. A letter of sewer/water availability is required. Contact NUD at 425-398-4400.
2. See Fire Department conditions for fire flow requirements.

Surface Water Conditions:

1. Provide temporary and permanent storm water control in accordance with the 2021 King County Surface Water Design Manual (KCSWDM) and the City of Kirkland Addendum (Policy D-10). Refer to Policies D-2 and D-3 in the Public Works Pre-Approved Plans and Policies Manual for design guidance, or contact Kirkland Surface Water staff at (425) 587-3800 for assistance. Based on the pre-submittal information provided by the applicant, this project should expect a Full Drainage Review. The drainage review level and requirements may change based on the actual development proposal at the time of permit application.
2. Calculating impervious surface area based on lot coverage: This is important for flow control analysis (hydrologic modeling purposes). In accordance with KZC Chapter 115.90 – Calculating Lot Coverage. The regulation update allowed conventional (sand set) pavers to be counted as a “Partially Exempt Material”, allowed to received 50 percent exemption for zoning lot coverage for the area they cover, and up to 10 percent of the total lot size. Conventional pavers do not have to meet surface water mitigation specifications (e.g. not designed as LID BMP pervious pavers per Public Works Pre-Approved Plan CK-L-09). As a result, lots are allowed 10 percent more runoff generating surface area, and thus have to provide flow control accordingly. Furthermore, impervious surface areas shall also include frontage and street improvements – streets, sidewalks, trails, etcetera and shall be taken from the layouts of the proposed plans. Building footprint and driveways or building coverage shall be as follows:
 - For commercial or multi-family development, the impervious coverage shall either:
 - o Assume the maximum impervious coverage permitted by the KZC plus an additional 10% OR
 - o Estimate impervious coverage from layouts of the proposal. If estimated from the layouts of the proposal, the impervious coverage shall include calculations of all impervious surfaces, including eaves. This option may require a Reduced Impervious Surface Limit to be recorded on the property.
3. A drainage report (Technical Information Report or TIR) must be submitted with the Land Use application or permit application. A downstream analysis is required for all projects (except for Basic Drainage Review).

4. This project is in a Level 2 Flow Control Area and is required to comply with core drainage requirements in the KCSWDM. Historic (forested) conditions shall be used as the pre-developed modeling condition for design of the stormwater detention system.
 5. The project may qualify for an exception to detention if the target surfaces will generate no more than a 0.15 cfs increase in the historic (forested) conditions 100-year peak flow. The 15-minute time step must be used to perform the flow control analysis. Do not use the 1-hour time step. Approved hydrologic modeling programs are MGS Flood and WWHM (latest version of the software).
 6. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater Low Impact Development (LID) Best Management Practices (BMPs) per the KCSWDM. If feasible, stormwater LID BMPs are required to the maximum extent feasible. If LID BMPs are infeasible, pervious pavement cannot be used to reduce overall impervious lot coverage. The Private Maintenance Agreement will be recorded on all projects that construct a stormwater LID BMP or facility, per Policy D-7.
 7. Soil information may be necessary for designing LID BMPs per the KCSWDM, and there are other reasons a soil report is necessary for a project (e.g., steep slopes, sensitive areas, etc.). Refer to Policy D-8 for details.
 8. Special inspections may be required for LID BMPs on this project. Provide documentation of inspections by a licensed geotechnical professional that the BMP will function as designed.
 9. If the project will create or replace more than 5,000 square feet of pollution generating impervious surface (PGIS), provide water quality treatment in accordance with the KCSWDM. The enhanced treatment level is required for multi-family residential, commercial, industrial projects, and single family residential projects with eight or more dwelling units per acre density.
 10. Soil Amendment per Pre-Approved Plan E.12 is required for all landscaped areas.
 11. Provide a separate storm drain connection to each lot for conveyance. All roof and driveway drainage must be tight-lined to the storm drain system or utilize low impact development techniques on-site.
 12. Provide collection and conveyance of right-of-way storm drainage to accommodate the new frontage improvements as needed. Provide a plan and profile design for the storm sewer system. Size and material of construction shall be in accordance with the City Kirkland Pre-Approved Plans and Notes. Refer to Policy D-5 for details.
 13. Maintenance access road(s) per Pre-Approved Plan CK-D.37 shall be provided to the control structure and other drainage structures associated with the detention facility (e.g., inlet, access openings, emergency overflow or bypass structures). Vehicular access to the drainage structures associated with the detention facility shall not be obstructed on a temporary or permanent basis without prior approval from the City. Location of parking stalls shall not obstruct maintenance access. Where maintenance access is required on a driveway that shares access to residential units, a min. 16' wide drive line is required to accommodate two-way traffic.
 14. If working within an existing ditch, the applicant is hereby given notice that the Army Corps of Engineers (COE) has asserted jurisdiction over upland ditches draining to streams. Either an existing Nationwide COE permit or an Individual COE permit may be necessary for work within ditches, depending on the project activities. Applicants should obtain the applicable COE permit; information about COE permits can be found at: U.S. Army Corps of Engineers, Seattle District Regulatory Branch
<http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx>
- Specific questions can be directed to: Seattle District, Corps of Engineers, Regulatory Branch, CENWS-OD-RG, Post Office Box 3755, Seattle, WA 98124-3755, Phone: (206) 764-3495
15. A Hydraulic Project Approval (HPA) from WA State Department of Fish and Wildlife (WDFW) may be required for this project. Contact Stewart Reinbold at WDFW at 425-313-5660 or stewart.reinbold@dfw.wa.gov for determination, obtain an HPA if required, and submit a copy to COK. If an HPA is not required, the applicant will be required to provide written documentation from WDFW as verification. More information on HPAs can be found at the following website:
<http://wdfw.wa.gov/licensing/hpa/>
 16. Construction Stormwater Pollution Prevention Plan (CSWPPP):

- All proposed projects that will conduct construction activities onsite, or offsite must provide stormwater pollution prevention and spill controls to prevent, reduce, or eliminate the discharge of pollutants (including sediment) to onsite or adjacent stormwater systems or watercourses.
- Refer to Core Requirement No. 5 in the KCSWDM and Policy D-12.
- Provide an erosion control report and plan with the Building or Land Surface Modification Permit application. The plan shall be in accordance with the KCSWDM.
- Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.

17. If the total disturbed land area is one acre or greater, the following conditions apply:

- The applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Department of Ecology. Provide the City with a copy of the Notice of Intent for the permit. Permit Information can be found at the following website: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>
 - o Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland PW Dept. pre-construction meeting with a completed SWPPP.
- Turbidity monitoring by the developer/contractor is required for any surface water leaving the site.
- A Stormwater Pollution Prevention and Spill (SWPPS) Plan must be kept on site during all phases of construction and shall address construction-related pollution generating activities. Follow the guidelines in the Ecology Pollution Prevention Manual for plan preparation.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts 116th Avenue NE, a minor arterial street. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:
 - A. KZC 110.52 specifies this section of 116th Avenue NE to be a major pedestrian sidewalk.
 - B. Dedicate sufficient right-of-way (ROW) abutting the property to install half-street improvements.
 - C. Remove existing curb and replace with new Type A curb set 8 ft from the existing bike lane stripe; allows for two travel lanes and a 8 ft buffered bike lane. The curb can transition at the culvert crossing to maintain the existing 5 ft bike lane and road width. The bike lane at the intersection with 128th may be reduced to 5 ft and also have a transition; please have your Civil work with Staff prior to design – need survey to understand impacts.
 - D. Install an 8 ft sidewalk with street trees in 4ft x 6 ft tree wells 30 ft on center and pedestrian lighting 60 ft on-center (11 total).
2. Access Requirements (KZC Chapter 105.10):
 - A. The unobstructed paved access shall be 24 feet wide.
 - B. The proposed driveway shall line up with the driveway opposite the street in order to avoid conflicting left hand turn lanes.
 - C. Provide vehicle turnarounds where needed to allow vehicles to drive forward onto 116th Avenue NE.
 - D. The driveway for each lot shall be long enough so that parked cars do not extend into any easement, tract, or right-of-way (20' minimum).
3. Meet the requirements of the Kirkland Driveway Policy R-4.
4. Meet the requirements of the Kirkland Intersection Sight Distance Policy R.13. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle.
5. When three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline, the street shall be overlaid with new asphalt or the existing asphalt shall be removed and replaced per the City of Kirkland Street Asphalt Overlay Policy R-7.
 - Existing streets with 4-inches or more of existing asphalt shall receive a 2-inch (minimum thickness) asphalt overlay. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
 - Existing streets with 3-inches or less of existing asphalt shall have the existing asphalt removed and replaced with an

asphalt thickness equal or greater than the existing asphalt provided however that no asphalt shall be less than 2-inches thick and the subgrade shall be compacted to 95% density.

6. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project, associated street, or utility improvements.
7. Underground all new and existing on-site utility lines and overhead transmission lines. Underground any new off-site transmission lines.
8. New LED street lights may be required per Puget Sound Energy (PSE) design and Public Works approval. Contact PSE or a third-party consultant may perform lighting analysis. If new lighting or upgrades are necessary, design plans must be submitted for review prior to issuance of an LSM or building permit. Contact PSE Street Lighting Account Manager: Lyndsey Goldsmith at Lyndsey.Goldsmith@pse.com, 425-396-3838 or 425-395-5225.
9. A striping plan for the street must be submitted with the building or grading permit.

55.41 User Guide – TL 6A and TL 6B zones.

The charts in KZC55.45 contain the basic zoning regulations that apply in the TL 6A and TL 6B 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 55.43



Section 55.43 – 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. Where feasible, primary access for nonresidential uses within TL 6 shall be from 124th Avenue NE, NE 124th Street, or NE 120th Street.
 3. The ground floor of all structures with frontage on a paved pedestrian or vehicular circulation route, or adjacent to a pedestrian-oriented space shall be a minimum of 13 feet in height (see Plate 4C, Chapter 180 KZC). Where necessary for the ground floor of the building to be at the elevation of an abutting street, the building may exceed the permitted maximum height of structure by up to five feet. This requirement does not apply to:
 - a. The following uses: vehicle service stations, private lodges or clubs, stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers, nursing homes, residential development in TL 6A where over 80 percent of the total units in the development are affordable to households earning no more than 60 percent of the King County median income, public utilities, government facilities, or community facilities;
 - b. Parking garages;
 - c. Additions to existing nonconforming development where the Planning Official determines it is not feasible; or
 - d. Parcels located more than 500 feet north of NE 124th Street, east of 116th Avenue NE.
 4. Development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area or fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500 to 2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval.
 5. In addition to the height exceptions established by KZC 15.60, the following exceptions to height regulations in TL zones are established:
 - a. 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.
 - b. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.
 6. Access for drive-through facilities must be approved by the Public Works Official. See Chapter 105 KZC for requirements.
 7. Some development standards or design regulations may be modified as part of the design review process. See Chapter 92 or 142 KZC for requirements.
- (GENERAL REGULATIONS CONTINUED ON NEXT PAGE)
- (GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)
8. In TL 6B, development must provide a grid of internal access roads (see Plate 4A, Chapter 180 KZC) pursuant to the following standards:
 - a. A centralized east-west connection that forms the spine for the site. Such a connection would reduce the need for vehicular circulation on NE 124th Street.
 - b. Two to three north-south connections from NE 124th Street to the east-west connection noted above. A desirable distance between access roads is between 250 and 300 feet. The maximum allowable distance between access roads shall be 350 feet. These may be public or private streets. Wider separation (up to 500 feet) may be considered where properties dedicate a minimum 30-foot-wide public pedestrian corridor.
 - c. Suggested cross-sections for each of these roads:
 - 1) Two travel lanes (one lane each way);
 - 2) On-street parallel parking;
 - 3) Eight- to 12-foot-wide sidewalks on each side of the street with street trees placed 30 feet on-center. Sidewalk width may be reduced where planting strips (minimum four feet wide) are maintained between the street and sidewalk.
 The above access roads may be private or public.
 9. The applicant shall install a through-block pathway or other pathways to link streets and/or activities (see Plate 4C, Chapter 180 KZC). Include at least one mid-block east-west pathway connecting uses to 116th Avenue NE and a network of north-south pathways at intervals no greater than 350 feet that link uses to NE 124th Street. Through-block pathways may be integrated with internal access roads and/or provided within separate pedestrian-only corridors. See KZC 05.19 for through-block pathway standards. Additional through-block pathways not shown in the Comprehensive Plan may be required by the City on parcels larger than two acres in order to enhance pedestrian access on large sites.
 10. No portion of a structure on the subject property within 40 feet of Slater Avenue in TL 6A may exceed 30 feet above the elevation of Slater Avenue as measured at the midpoint of the frontage of the subject property on Slater Avenue.

[link to Section 55.45 table](#)

The Kirkland Zoning Code is current through Ordinance 4781, passed February 1, 2022.

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: <https://www.kirklandwa.gov/> (<https://www.kirklandwa.gov/>)
City Telephone: (425) 587-3000
Code Publishing Company (<https://www.codepublishing.com/>)
eLibrary (<https://www.codebook.com/listing/>)

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

Section 55.45	<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 YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Vehicle Service Station	D.R., Chapter 142 KZC	22,500 sq. ft.	40'	15' on each side	15'	80%	35' above average building elevation.	A	E	See KZC 105.25.	1. May not be more than two vehicle service stations at any intersection. 2. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer 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.
.020	A Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair. See Spec. Reg. 3.			See Spec. Reg. 2.				45' above average building elevation. See Gen. Regs. 3 and 10.				1. This use is not permitted in the TL 6B zone. 2. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations. 3. Vehicle and boat rental and used vehicles or boat sales are allowed as part of this use.
.030	Restaurant or Tavern		None	10'	0'	0'			B	1 per each 100 sq. ft. of gross floor area.	1. 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.	
.050	Any Retail Establishment, other than those specifically listed in this zone, selling goods or providing services, including banking and related financial services										C	1 per each 300 sq. ft. of gross floor area.



Section 55.45	USE  REGULATIONS 	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 YARD (See Ch. 115)			Lot Coverage					Height of Structure		
				Front	Side	Rear								
.060	Office Use	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation. See Gen. Regs. 3 and 10.	C	D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 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 development permit application. d. A veterinary office is not permitted in any development containing dwelling units. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.		
.070	Hotel or Motel											E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.
.080	Entertainment, Cultural and/or Recreational Facility												See KZC 105.25.	
.090	Private Lodge or Club													

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

Section 55.45	<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 YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.100	Attached or Stacked Dwelling Units. See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	75' above average building elevation. See Gen. Regs. 3 and 10.	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.	<div>1. The street level floor of the building shall include commercial use. The commercial use shall be oriented toward fronting streets, major pedestrian sidewalks and through-block pathways, and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street, major pedestrian sidewalk or through-block pathway). Lobbies for this use are allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street. The Design Review Board may determine the orientation of the commercial use where multiple pedestrian circulation routes exist (see Plate 34C). The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. This requirement does not apply to ground floor residential use in TL 6A where over 80 percent of the total units in the development are affordable to households earning no more than 60 percent of King County median income, adjusted for household size.</div> <div>2. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</div> <div>3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</div>



Section 55.45	USE  REGULATIONS 	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 YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.105	Residential Suites See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	75' above average building elevation. See Gen. Regs. 3 and 10.	D	A	See Spec. Reg. 2.	<div>1. The street level floor of the building shall include commercial use. The commercial use shall be oriented toward fronting streets, major pedestrian sidewalks and through-block pathways, and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street, major pedestrian sidewalk or through-block pathway). Lobbies for this use are allowed within the commercial frontage, provided they do not exceed 20 percent of the building's linear commercial frontage along the street. The Design Review Board may determine the orientation of the commercial use where multiple pedestrian circulation routes exist (see Plate 34C). The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest.</div> <div>2. Parking shall be provided at a rate of one stall per living unit plus one per on-site employee, and modifications to decrease the parking requirement are prohibited. However, if parking is 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.</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 private 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 do not have cars.</div></div></div>
REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE												

REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Section 55.45

Zone
TL 6A,
6B



USE ZONE CHART

Section 55.45	USE  REGULATIONS 	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 YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.105	Residential Suites (continued)									REGULATIONS CONTINUED FROM PREVIOUS PAGE 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City. 6) At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City. 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. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE		

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

Section 55.45	USE  REGULATIONS 	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 YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.105	Residential Suites (continued)									REGULATIONS CONTINUED FROM PREVIOUS PAGE 8) Acknowledgment by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements. c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City Transportation 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 Transportation Engineer. 4. All residential suites and all required parking within a project shall be under common ownership and management. 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. 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.		

Section 55.45	<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 YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.110	Wholesale Trade See Spec. Reg. 1. Packaging of Prepared Materials Wholesale Printing or Publishing Industrial Laundry Facility	D.R., Chapter 142 KZC	None	20'	0'	0'	80%	35' above average building elevation. See Gen. Reg. 3.	A	C	1 per each 1,000 sq. ft. of gross floor area.	1. This use is only allowed on property in TL 6A. 2. May include, as part of this use, accessory retail sales or service. 3. The building housing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. 4. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space.
.120	Church			10'	5' on each side	10'		45' above average building elevation. See Gen. Reg. 10.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See also Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use.
.130	School, Day-Care Center, Mini-School or Mini-Day-Care Center			0'	0'				D	See KZC 105.25.	1. A six-foot high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 4. May include accessory living facilities for staff persons. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.	

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

Section 55.45	<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 YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.140	Assisted Living Facility Convalescent Center Nursing Home	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	45' above average building elevation. See Gen. Reg. 10.	D	A	Assisted Living: 1.7 per independent unit. 1 per assisted living unit. Convalescent Center or Nursing Home: 1 per bed.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.
.150	Public Utility								A	B	See KZC 105.25.	1. 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 the nearby uses.
.160	Government Facility Community Facility								C See Spec. Reg. 1.			
.170	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										